

CREAM!
RICH
THICK
CREAM
SEE LAST PAGE.
(632)

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

IN PREPARATION.
THE DIRECTORY
AND CHRONICLE
FOR 1914.
Complete Edition ... \$10.00
Smaller ... 6.00
Order now direct, or from the Agents.
Agents in all the Foreign Settlements throughout the Far East.

No. 17,352. 號二十五百三千七萬一第 日七十月一十年丑癸 HONGKONG, MONDAY, DECEMBER 15TH, 1913. 一拜禮 號五十月二十年二國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th December, 1913. [1407]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
KICHIKAKE, HOJO, KANADA,
NAMAZUTA, SATO, SHINNEW
AND KAMAYAMA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES: NAGASAKI,
MOJI, KANAGAWA, YAMAGUCHI,
OTARU, MURORAN, KOBE, OSAKA,
YOKOYAMA, YOKOHAMA, NAGOYA,
SHANGHAI, HONGKONG, HANKOW.

able Address for above: "WASAKI,"
Codes: A1, A.B.C. 5th Ed., Western Union.

CHINESE: Messrs. GIBBS & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BROWN & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1913. [609]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 22nd September, 1913. [1101]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
**SMOKELESS POWDERS AND CHILLED
SHOT.** From No. 10 to SSG. at \$6, \$7
and \$7.50 per 100. **SPORTING REQUI-
SITES AND AIRY GUNS** in Variety.
Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 18th October, 1913. [1218]

SINGON & CO.

ESTABLISHED A.D. 1880.

**IRON, Steel, Metal and Hardware Mer-
chants, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Importers. General Storekeepers and Ship-
chandlers. Nos. 85 and 97, Hing Loong
Street (2nd St. West of Central Market).
Telephone No. 515. [59]**

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. ... Every 15 minutes.
8.00 " " 10.00 " " " " 10 " "
10.00 " " 11.00 " " " " 15 " "
11.30 " " 12.45 p.m. " " " " 15 " "
12.45 p.m. " 1.15 " " " " 10 " "
1.15 " " 1.45 " " " " 15 " "
1.45 " " 2.15 " " " " 10 " "
2.15 " " 5.00 " " " " 15 " "
5.00 " " 8.10 " " " " 10 " "

NIGHT CARS.
1.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

WEEKENDS.
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 " " 11.00 " " " " 10 " "
11.45 " " 1.00 noon " " " " 15 " "
1.00 noon " 5.00 p.m. " " " " 15 " "
5.00 p.m. " 6.00 " " " " 10 " "
6.00 " " 7.00 " " " " 15 " "

NIGHT CARS as on Week Days.
Saturdays
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [1152]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the s.s. **KOBE MARU** and **SAKAKI MARU** (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Class	Train	Departure	Arrival	Class	Train	Departure	Arrival
1st	Shanghai (Steamer)	10.00 a.m.	10.00 a.m.	1st	Shanghai (Steamer)	10.00 a.m.	10.00 a.m.
2nd	Shanghai (Steamer)	10.00 a.m.	10.00 a.m.	2nd	Shanghai (Steamer)	10.00 a.m.	10.00 a.m.
3rd	Shanghai (Steamer)	10.00 a.m.	10.00 a.m.	3rd	Shanghai (Steamer)	10.00 a.m.	10.00 a.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of
19 knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and con-
venience. Accommodation: 63 First-Class (including 4 special cabins and 8 family cabins),
20 Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHONGCHING THROUGH SERVICE.
Three-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
Tokyo by rail with the exception of the short passage between Fusan and Shimoda.
London to Tokyo in 13 days; Peking to Tokyo in 4 days.

RAILWAY HOTELS.—**YAMATO HOTEL** (Tel. Add. Yamato). At
Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.,
Messrs. THOS. COOK & SON, REISEBUREAU DER HAMBURG-AMERIKA LINIE;
the NORDDEUTSCHER LLOYD; and the NIPPON YUSEN KAISHA, Shanghai; from whom
all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANCHURIA."
Codes: A.B.C. 5th Ed., A1, and Lieber's

For Passage, apply to—
RACINE, ACKERMANN & Co., Booking Agents, Shanghai.
THOMAS COOK & SON, Booking Agents, Shanghai.
NIPPON YUSEN KAISHA, Agents, Shanghai.

BREWER & CO.,

PEDDER STREET (Adjoining Hongkong Hotel Main Entrance)

TELEPHONE No. 696.

Black Silence, by Marie C. Leighton ... \$1.75
Youth Will Be Served, by Dolf Wyllarde ... \$4.00
The Passionate Friends, by H. G. Wells ... 1.75
The Romance of a Few Days, by Putnam ... 1.75
Wells ... 1.75
Millionsaire's Island, by Max Pemberton ... 1.75
The Croston Family, by Mrs. Humphrey ... 1.75
Ward ... 1.75
The Winds of God, by Hamilton ... 1.75
Dryden ... 1.75
The Mischief Maker, by E. Phillips ... 1.75
Oppenheim ... 1.75

CHRISTMAS CARDS CALENDARS.

**ANNUALS: BOOKS FOR BOYS
AND GIRLS.**

CHRISTMAS NUMBERS.
Graphic, Holly Leaves, London News,
Sphere, Pears, &c.

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used: A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkins's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 505, or 681.

NO. 1 DOCK. Docking Length 515 ft. | **NO. 2 DOCK.** Docking Length 376 ft. | **NO. 3 DOCK.** Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private
bonded warehouses. Floor area 68,248 square yards, or 14.1 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

WEISMANN'S -

FOR BREAD.

WEISMANN'S -

FOR CAKES.

WEISMANN'S -

FOR CHOCOLATES.

KELLY & WALSH, LTD.

BOOKS FOR XMAS GIFTS.
ELEGANT BINDING. ILLUSTRATIONS IN COLOUR.

Barrie's Quality Street, a Comedy in four Acts. Illustrated by Hugh Thomson. \$12.00
Thackeray's Vanity Fair. Illustrated by Lewis Bunker. 12.00
Dickens' Old Curiosity Shop. Illustrated by Frank Reynolds. 12.00
Shakespeare's The Tempest. Illustrated by Edmund Dulac. 9.50
Oscar Wilde's The Happy Prince and Other Stories. Illustrated by Charles Robinson. 10.00
Princess Badoura (Arabian Nights). Illustrated by Edmund Dulac. 8.00
Lucas' The Open Road. Illustrated by Claude Shepperson. 12.00
Blackmore's Lorna Doone. Illustrated by Gordon Browne. 4.50
Dickens' The Chimes. Illustrated by Hugh Thomson. 4.50
Dickens' A Christmas Card. Illustrated by A. C. Michael. 4.50
Hunt's with Jorrocks. Illustrated by Denholm Armour. 4.50
Longfellow's The Story of Evangeline. Illustrated by M. L. Kirk. 6.00
George Eliot's Adam Bede. Illustrated by Gordon Browne. 8.00
Mills' The Life of a Foxhound. Illustrated by J. Shepherd. 4.50

Paschal. Illustrated by Willy Pogany. 12.00
Walter Tynan's An Artist in Italy. With Rod and Gun. Illustrated by Denholm Armour. 8.00
Rubaiyat of Omar Khayyam. Illustrated by Willy Pogany. 4.00
Edgar Allan Poe's The Hells and Other Poems. Illustrated by Edmund Dulac. 12.00
Early Poems of Wm. Morris. Illustrated by Florence Harrison. 10.00

BOOKS FOR JUVENILES.
ALL THE NEW ANNUALS, STORY BOOKS, PICTURE BOOKS, &c.

The Children expect to be remembered at Xmas. The best present is an entertaining and instructive book. Prices to suit all pockets.

"SHOWN TO THE CHILDREN" Series. Each with 48 plates in colour. \$2.00 each. Beasts, Wild Flowers, Birds, The Sea Shore, The Farm, Trees, Butterflies, Nests and Eggs, Stars, Gardens, Trees, Architecture.

"TOLD TO THE CHILDREN" Series. Each contains 8 coloured pictures. 80 cents each. 40 titles.

CHRISTMAS CARDS IN GREAT VARIETY.
A Christmas Card reminds your friends that you are still alive and saves the trouble of writing a letter.

WASHABLE DISTEMPER PAINT "SYNOLEO."

Requires only the addition of cold water to be ready for use.

Absolutely dependable in its results.

MANY ARTISTIC TINTS STOCKED IN HONGKONG.

PARTICULARS OBTAINABLE ON APPLICATION TO THE MAKERS:

APPLY TO THE MAKERS:

WILKINSON, HEYWOOD & CLARK, LD.

INCORPORATED IN THE UNITED KINGDOM.

(Proprietors of DAVID STORER & SONS).

LONDON AND LIVERPOOL.

HONGKONG OFFICE, ALEXANDRA BUILDING.

887/4]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Control Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
Manganese Bronze, Palsomere and Engineering Co.'s Refrigerating Plants
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1. Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
Max. Breadth	58 "	66 "
Max. Draft	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Shearlegs, capable of lifting 40 tons weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.
28th May, 1913. [720]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—15, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 23, POOCHOW ROAD. YOKOHAMA: 32, WAKATSUKI STREET.

MANILA:—MARINA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURISTS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913. [694]

HOTELS

HONGKONG HOTEL.

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trains Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 3373.
Tel. Address: "VICTORIA."
R. H. NORTH, Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA
Renders Selections during Tiffin and
Dinner daily, and at 11.15 a.m. and
5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxuriously furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable Lounge,
Private and Public Bars and Billiard Rooms.
Cuisine ENTIRELY UNDER EURO-
PEAN SUPERVISION. Sanitary Arrange-
ments of the latest HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates for
Tiffin and Dinner. Special Rates for
married families on application to
FREDERICK REICHMANN,
Proprietor.

Telephone No. 197.
Telegraphic Address: "COMFORT,"
Hongkong.
86]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
**FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL** Unrivalled for
Comfort, Health and Convenience. Telephone
in Every Room, prompt connection main-
tained by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Rates and Excellent
Cuisine. Roof Garden and Social Rooms.
European Runner meets Steamers.
P. O. PEUSTER,
Manager.

146]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds, with
Tennis and Croquet Lawns, large
Airy and Well Furnished Rooms, every home
comfort. Fine View of the Harbour.
Apply to—
Mrs. F. W. WATTS,
84] "Braeside," 20, Macdonnell Road.

VICTORIA HOTEL

SHAMEN-CANTON.
Telegraphic Address: "VICTORIA, SHAMEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO.
Telegraphic Address: "FARMER, MACAO."
SITUATED IN THE CENTRE OF PRATA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention
given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[1925]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging
Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 18th April, 1913. [584]

INTIMATIONS

**A. S. WATSON
& CO., LTD.,**

ESTABLISHED 72 YEARS.

WINE & SPIRIT MERCHANTS.

**HIGH-CLASS
WINES.**

**WATSON'S
D. PORT**

VERY SUPERIOR OLD PORT WITH
STYLE AND CHARACTER.

Per Dozen \$29.80

**WATSON'S
D. SHERRY**

SUPERIOR PALE DRY.

Per Dozen \$24.30

These Wines are specially recommended,
being of Superior Vintage, Old, and thoroughly
matured and in fine condition.

**A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.**

122

BIRTH.

LANG.—At 108A, The Peak, on the 14th
December, the wife of A. O. LANG, a
daughter.

DEATHS.

FANO.—On December 14th, at Shanghai,
PAUL ALEXANDER, only child of Mr.
and Mrs. FANO, aged three months.
KREUTZIGER.—On December 14th, at
Shanghai, JOAN E. M. F. KREUTZIGER,
aged 53 years.

ACKNOWLEDGMENT.

Mrs. BROUGHTON HARKER and Mr. and
Mrs. FRANK AUSTIN wish to express
their sincere thanks for the many
expressions of sympathy shown to
them in their sad bereavement and
for the beautiful floral tributes.

HONGKONG OFFICE: 104, DES VROUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 15TH, 1913.

A LETTER we publish to-day draws attention
once more to the question of the high cost
of living in Hongkong, caused primarily by
the high rentals charged for house property.
Though one particular block of houses is
named in the letter, we need not say that
the grievance is a general one detri-
mentally affecting not only the comfort
and welfare of the individual but the
general trading interests of the Colony.
It need not be emphasised that when rents
are high prices generally must be corre-
spondingly high. The trader must charge
more for his goods, the wage earner
demands more for his labour, and, again,
when this demand is conceded, the price of
commodities must in turn be raised still
higher. This upward movement in the
cost of living has proved a severe tax on
the trade of the Colony. It bears alike on
Chinese and Europeans, and by none has it
been more severely felt than the class
represented by the Portuguese mercantile
clerk, whose salaries are so unequal to the
strain placed upon them in recent years
that their standard of living has decreased
to a degree that is deplorable. While we
can sympathise with the yearning of our
correspondent for restrictive legislation in
the matter of house rents, it has to be
pointed out that action of this kind is quite
out of the question. Rents of dwelling
houses, like the prices of commodities, are
regulated largely by the inexorable law of

supply and demand. The inference from
the fact that landlords are able to command
at the present day double the rent paid for
the same houses ten years ago is that the
housing accommodation, in spite of all the
building activity in the Colony during recent
years, is still inadequate to the demand.
In hundreds of cases the higher rents are
being paid at the expense of a great lowering
of the standard of comfort. In other words,
they are obtainable only by overcrowding
the houses, an evil which exists to an extent
unknown before in the history of the Colony,
notwithstanding that some fourteen or
fifteen years ago a Special Commissioner
sent out from Home to advise on the
sanitary conditions of the Colony reported
the conditions as regards overcrowding here
to be unequalled in any city of the United
Kingdom. It is an evil not confined to the
Chinese; the conditions under which a very
large section of the Portuguese community
are compelled to live in Hongkong are a
discredit to the Colony. It was this, we
believe, which led Mr. MONTAGUE EDWARDS
some eighteen months or more ago to prepare
a scheme for creating a Portuguese city
on the high ground at the back of
Wongneicheong. A site was selected, the
purchase price arranged, a large number
of members of the Portuguese community
signified their eagerness to join in the
scheme—but, for some reason or other, it
still hangs fire. We believe the explanation
is that the Government has been insisting
on conditions which are deemed by the
promoters fatal to the successful initiation of
the scheme. We are insufficiently informed
on the matter to express any opinion on the
point, but we are glad to observe that the
Government has of late shown that it is not
unwilling to encourage schemes of this
nature—on terms, however, which hardly
admit of the Government being credited
with a spirit of sheer philanthropy. A
case in point is the recent sale of a
fairly large plot of land at Kowloon on
which by means of co-operative enterprise
some fifty houses are to be erected for
European occupation forthwith. There
is evidently room for other and larger
schemes of this character, but until more of
them materialise there is not likely to be
any marked fall in the present level of
house rents in Hongkong.

Vice-Admiral and Mrs. JERRAM are
living on board H.M.S. *Albatross*, along-
side the East Yard, and request that
visitors will call there instead of on board
H.M.S. *Minotaur*.

A Chinaman fell down and expired
just outside the Cathedral on Saturday.

The German mail of the 12th November
was delivered in London on 12th Decem-
ber.

The Rev. J. Kirk Macdonald will conduct
the meeting of the Hongkong Christian
Union at St. Paul's College to-day, at
5.30 p.m.

Pictures of the arrest and death of
a conspirator have been placarded in the
streets of Wuchang as a warning to others
to refrain from sedition.

It is reported in Peking that an
Englishman has paid \$200,000 for a piece
of land in front of the Russian Legation.
A new hotel will be erected on this site.

The Committee of the Society of St.
Vincent de Paul thank most heartily
"The Hongkong Mummies" for the
handsome contribution of \$450 to the
funds of the Society.

The Commander of the German East
Asiatic Squadron, H.E. Vice-Admiral
Graf von Spee, will arrive in Hongkong
on board his flagship, S.M.S. *Scharnhorst*,
about the 19th inst., and stay here for
approximately a fortnight.

The steamer *Centennial*, which left
Maroran, Japan, six years ago for San
Francisco, with sulphur, and was never
heard from, is reported in the ice off
Saghalien Island. Members of a Russian
expedition bound through Okhotsk Sea
discovered the missing vessel. The life-
boats were gone, the name was partly
obliterated and the iron was corroded.
There was no sign of any bodies on the
ship. The crew must all have perished.
It is supposed the *Centennial* was driven
from her course by a storm and was caught
by the ice. The *Centennial* was under the
command of Capt. Gilboy, of San Fran-
cisco. Her officers were James McCann,
Bert O. Lee and Fred Richardson.

THE LATE HERR DIESEL'S
FAILURE.

A meeting of the late Dr. Diesel's
creditors has been held at Munich. It
appears that his financial failure was due
to important speculation in land in
Munich and Hamburg. The deficit
amounts to \$25,000 on account of ordinary
debts and about \$30,000 on mortgages.
The creditors decided unanimously to
avoid bankruptcy proceedings if possible,
as Dr. Diesel's family is left entirely
unprovided for, and therefore it was
proposed to form a fund for the widow.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]
THE HOME RULE CRISIS.

INFORMAL INTERCHANGE OF VIEWS.

LONDON, December 13th.

It is stated that an informal exchange
of views on the Home Rule question
occurred at a meeting of two Cabinet
Ministers and two prominent members of
the Opposition. Subsequently a letter
was drafted and communicated to Mr.
Asquith and Mr. Bonar Law.
It is stated in political circles that the
preliminaries to conversations on Home
Rule have taken place with the view to a
more definite exchange of views before
Christmas.

There are seizures of small consignments
of arms to Irish ports almost daily.

MR. CHURCHILL AND THE NAVY
LEAGUE.

FIRST LORD AND PARTISAN SPEECHES.

LONDON, December 13th.

Mr. Winston Churchill declined an
invitation of the Navy League to attend
a luncheon in honour of the officers of
the warship *New Zealand* on the ground
that the recent speeches at Navy League
dinners to which he had been invited had
been of a partisan character. He men-
tioned particularly the speech of Lord
Selborne on the 21st October.

The Secretary of the League replied
assuring the First Lord that the speeches
would contain nothing in the nature of
criticism of the Government, and that the
occasion would be wholly devoted to
welcoming the officers of the Dominion
ship.

Mr. Churchill thereupon accepted the
invitation.

THE BRITISH PREMIERSHIP.

LONDON, December 13th.

Toasting Sir Edward Grey at a banquet
held in his honour at the National Liberal
Club, Mr. Bryce said he looked forward
to the time when Sir Edward Grey would
be called by the King to one of the highest
posts a subject can fill.

The *Morning Post* interprets this to
mean that Sir Edward Grey will be the
next Premier.

THE INDUSTRIAL UNREST IN
BRITAIN.

TRAMWAYMEN AND GRAVEDIGGERS STRIKE
AT LEEDS.

LONDON, December 13th.

About 1,000 tramwaymen have joined
the strike at Leeds, where even the
gravediggers have struck work. Clerks are
acting as stokers in the Gasworks.

MESSRS. PEARSON'S OIL
CONTRACTS.

LONDON, December 13th.

Messrs. Pearson, the famous firm of
engineers and contractors, confirm the
report published by the *New York
Tribune* to the effect that the Congress of
Costa Rica refused to ratify the oil con-
tract negotiated with the firm.

MR. LLOYD GEORGE'S SON ILL.

LONDON, December 13th.

The *New York Tribune* says that Mr.
David Lloyd George, the son of the Chan-
cellor of the Exchequer, who has been
with Messrs. Pearson's engineers, is
seriously ill at San Jose with ptomaine
poisoning.

THE TRIPLE ALLIANCE.

LONDON, December 13th.

Telegrams have been exchanged between
M. Doumergue and Sir Edward Grey,
mutually assuring each other of their
endeavours to develop and maintain the
existing friendship, and similar telegrams
have been exchanged between M.
Doumergue and M. Sazonoff in regard to
the Franco-Russian alliance.

GERMAN WIRELESS ACHIEVE-
MENT.

LONDON, December 13th.

Several wireless messages from the great
German Central Station at Nauen have
been received at Togo Land, 3,343 miles
distant.

DOM MANUEL IN ENGLAND.

LONDON, December 14th.

Ex-King Manuel and his bride have
arrived in England.

[THROUGH REUTER'S AGENCY.]
THE SITUATION IN MEXICO.

REBELS ENTER BRITISH CONSULATE.

JUAREZ, December 13th.

In the absence of the British Consul, the
Rebels entered the Consulate at Chihuahua
and seized and imprisoned the refugee son
of Senor Terraza, a great land-owner,
from whom they demanded a ransom of
\$250,000.

The Rebels, on the Consul's return,
refused to allow an appeal to the British
Minister at Mexico City.

THE FIGHTING AT TAMPIOCO.

MEXICO CITY, December 13th.

The American Admiral Fletcher has
ordered the combatants at Tampico to
cease firing, and threatened to open fire
from his warship if they disobeyed. Both
parties complied with the order.
Admiral Fletcher ordered the foreigners
to go on board the warships or to con-
gregate on the water front, where they
would be protected by big guns.

WASHINGTON, December 13th.

Rear-Admiral Fletcher reports that all
the British, American, and German
vessels at Tampico are filled with refugees.
There are still many foreigners ashore.

Orders have been sent to General Bliss
at Galveston to send a transport to
Tampico to embark Americans and
foreigners.

Cablegrams to Washington from
Admiral Fletcher show that the situation
is becoming worse at Tampico, where
sharp skirmishing is continuing. The
Federals and Constitutionalists alike are
either hanging or shooting their prisoners,
numbering 65, three of whom were hanged
in the Federal lines in full sight of the
city and the shipping. Admiral Fletcher
protested in the name of humanity.

MR. TAFT SUPPORTS PRESIDENT WILSON'S
POLICY.

NEW YORK, December 13th.

Ex-President Taft, addressing the Peace
Society, urged all to support President
Wilson's Mexican policy so as to present
a solid front.

FAMOUS PICTURE RECOVERED.

STOLEN "TO AVENGE NAPOLEON'S ART
THEFTS IN ITALY."

ROME, December 13th.

It is officially stated that the famous
picture "La Gioconda," which was stolen
from the Louvre in 1911, has been found
at Florence, and is now in the possession
of the authorities.

It is stated that the thief is an Italian,
and that he has been arrested. The
prisoner tried to sell "La Gioconda" to
a picture-dealer in Florence. The latter
communicated with the authorities, and
the Director of Fine Arts was sent down
and identified the picture.

The Italian Government has notified the
French Embassy of the recovery of the
picture.

The prisoner says he stole the picture to
avenge Napoleon's art thefts in Italy.

LATER.

The thief, who is named Perucia, was
an employee at the Louvre.

The French Ministry for Fine Arts
has sent an official to Rome to take over
"La Gioconda," and has thanked the
Italian Government for its good offices.

The Minister for Public Instruction
telegraphed the thanks of the Italian
Premier.

The thief was identified by his finger
prints. He had previously been convicted
of minor offences, and the finger prints
taken then correspond with those on
the picture frame.

A MILLIONAIRE CONTRACTOR'S
BEQUESTS.

OTTAWA, December 13th.

The railway contractor, Colonel Ross,
left \$3,000,000. He made large bequests
to the McGill University and to charities.

THE JOHANNESBURG OUTRAGE.

ASSAILANT TO BE KEPT UNDER MEDICAL
SUPERVISION.

JOHANNESBURG, December 13th.

The man Nissum has been charged with
attempted murder and remanded. He
will be kept under medical supervision to
ascertain his mental condition.

The condition of Sir Lionel Phillips
continues to be favourable.

[THROUGH REUTER'S AGENCY.]

SOUTH LANARKSHIRE
BYE-ELECTION.

ANOTHER UNIONIST GAIN.

LONDON, December 14th.

The result of the South Lanarkshire
bye-election is as follows:—
Watson (Conservative)..... 4,257
Morton (Liberal)..... 4,006
Gibb (Labour)..... 1,674

Unionist Majority..... 251

[At the last election, when there was no
Labour candidate, the Liberal majority was
1,198.]

THE SUFFRAGETTE LEADER.

LONDON, December 14th.

Mrs. Pankhurst, the Suffragette leader,
who was conveyed to France a day or two
ago, has now returned to London.

THE AUSTRALIAN POLITICAL
DIFFICULTY.

SYDNEY, December 14th.

The second ballots resulted in the
return of 48 Labour representatives and 37
Liberals. There are five outstanding
elections. The Labour party thus have a
working majority.

NEWSPAPERS AND CHRISTMAS
HOLIDAY.

LONDON, December 13th.

The English newspapers have
unanimously decided not to publish on
Christmas Day.

M.C.C. IN SOUTH AFRICA.

THE FIRST TEST MATCH.

DURBAN, December 14th.

The score at the conclusion of the first
day's play in the first Test Match between
the M.C.C. and South Africa was as
follows:—
South Africa..... 182
M.C.C. (for two wickets)..... 94

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, December 9th.

THE ESTIMATES.
The Commissioner of Finance, Mr. Im
Ka Chee, who has been engaged lately
on the Provincial Budget estimates
for the third year of the Republic,
has prepared a detailed statement
of all collection that should accrue to
the Finance and National Tax Depart-
ments. According to the estimates, these
will more than cover the administrative
expenditure during the coming year, but
if the military expenditure is included,
there will be a deficit of about \$24,000,000.

Yesterday, the Civil Administrator tele-
graphed to Peking asking that the
ordinary expenditure of the standing
army be borne by the Central Govern-
ment, leaving only the "contingent
military expenditure" to be met by the
local Government. If that request is
granted it is calculated that the expendi-
ture of the province will be balanced by
the revenues.

CANTON, December 11th.

THE CIVIL GOVERNORSHIP.
That Civil Administrator Li will,
sooner or later, be transferred to Peking
is now stated to be very probable. It is
said His Excellency, seeing danger
imminent in the province, does not wish to
stay in Kwangtung any longer (!), and
that he has dispatched a lengthy telegram
to the capital resigning his position. Mr.
Im Ka Chee, the Commissioner of
Finance, will act as Civil Administrator
pro tem., and Mr. Sung Sau Kwan will
temporarily take over Mr. Im's duties.

ANOTHER DISCOVERY OF ARMS.

The seizure of a considerable quantity
of arms and ammunition was the result
of a raid made by an inspector of the
Tutuh's Yamen and the police some days
ago at a dwelling-house in the Chu Kwong
Lane. The occupant, as usual, was
arrested and committed for trial.
Scarcely a day passes without similar
seizures being effected.

SPURIOUS COINS.

Lately a large number of spurious coins
have been circulating in the market.
Only a few days ago the General Chamber
of Commerce addressed a confidential
letter to the Tutuh, the Civil Administra-
tor and the Police Department, in which
they alleged that these counterfeit coins,
which are a clever and close imitation of
the Government issue, had been forged on
board some foreign vessels and were sold
by foreigners everywhere in the Delta at
40% of their face value. Within the last
two or three days, two gangs of Chinese
forgers have been arrested, their plants
and accessories being destroyed by the
authorities. One of the men was directed
to be shot by the Tutuh as an example
to other followers of this lucrative
profession.

THE GOVERNOR-GENERAL OF
INDO-CHINA.

ARRIVAL IN HONGKONG.

His Excellency the Governor-General
of Indo-China, M. Albert Sarraut,
arrived at Hongkong yesterday on board
the flagship *Montcalm*.

The following programme for his
reception has been arranged:—
Monday, 8 a.m.—Salute of 21 guns from
Montcalm. Salute of 21 guns from
Battery, Kowloon.

9.45 a.m.—H.E. M. Albert Sarraut will
land at Blake Pier and be received with
a Guard of Honour of 100 2nd Battalion
D.C.L.I., with Regimental Colour and
Band and salute of 17 guns. He will
proceed to Government House.

10 a.m.—H.E. Rear-Admiral Calloch
de Kerillis will land at Blake Pier and
be received with a Guard of Honour of
50 2nd Battalion D.C.L.I., with Regi-
mental Colour and Band and salute of
13 guns. He will proceed to Government
House.

10.15 a.m.—H.E. M. Sarraut will
proceed to the French Consulate.

10.45 a.m.—H.E. the Officer Administer-
ing the Government will return H.E. M.
Sarraut's call at the French Consulate.

11 a.m.—H.E. Vice-Admiral Jerram,
C.B., H.E. Major-General F. H. Kelly,
C.B., and Commodore R. H. Anstruther,
C.M.G., will call on H.E. M. Sarraut at
the French Consulate.

11.30 a.m.—H.E. the Officer Administer-
ing the Government will return H.E.
Rear-Admiral de Kerillis' call on the
Montcalm.

From 11.30 to 12.30—H.E. M. Sarraut
will return calls.

1.30 p.m.—H.E. M. Sarraut and H.E.
Rear-Admiral de Kerillis will go to
luncheon at Government House.

Tuesday.—H.E. Vice-Admiral Jerram,
C.B., gives a dance on H.M.S. *Minotaur*.

Wednesday.—H.E. M. Albert Sarraut
and Rear-Admiral de Kerillis will be
present at a dance given by H.E. the
Officer Administering the Government at
Government House.

Thursday.—A dinner party will be
given at the French Consulate.

CORRESPONDENCE.

THE RISE IN RENTS.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Hongkong, 13th December.

Sir,—Notwithstanding the already
very high cost of living in this Colony,
the unmerciful landlords seem indisposed
to show any leniency towards their
tenants.

The houses in Belilios Terrace were
originally and purposely built by the late
Mr. Belilios to accommodate those who
could not afford to pay heavy rents, and
at that time, at the very start, the rents
were \$25 per month. The four rows of
houses were mostly occupied by the
Portuguese section of the community and
some of them have been living there from
the very start! The rents were raised at
a later period to double the amount
hitherto paid by the tenants; later
on the rent was again increased, and
now the landlords have notified
that the rents in future will be
\$65 and taxes. Considering the state of
the times and the high cost of living, the
rents, I submit, should not be increased
to that extent.

Many families are now living in these
25 houses, and the income—i.e., the salaries
—of most of them have not been improved.
This sudden increase will, no doubt, cause
great inconvenience and hardship to them.
Cannot the Government make an
Ordinance restricting the exorbitant
rents that are charged on houses, accord-
ing to their proper valuation? If such
abuses are allowed to go on by the caprice
of the owners and landlords, people will
be compelled to live in streets—Yours
truly,

DISGUSTED.

A "COMPREHENSIVE RAILWAY
SCHEME" FOR CHINA.

The Ministry of Communications by
advertisement published in another
column is inviting the public—Chinese
and foreign—to submit proposals and
schemes for "a sound and compre-
hensive railway policy" for China
for which monetary rewards or orders
of merit are promised. Maps of the
projected lines must be accompanied
by a statement explaining the reasons
for constructing the lines suggested.
This statement is to include information
on the present conditions of military
affairs, commercial business, mining,
industry, transportation of people to the
frontier of the country, and their "future
intentions in the sphere of the main
branches, and connecting lines should be
furnished." Information on the "pre-
sent conditions of judicial affairs and their
future development" should also be
added. The schemes have to be submitted
by December 31st, which seems very
inadequate time for the work demanded of
the competitors.

RANDOM REFLECTIONS.

China is looking ahead. I observe that the Ministry of the Navy has petitioned the Cabinet, urging it not to issue permits to operate oil properties, which should be Government-owned, "as there is every possibility that oil will be required as fuel for the Navy." There does not seem much need for this petition while China's mining laws, which govern exploitation for oil, remain as they are. They adequately guard China for the Chinese.

"Thirst-striking" is a new move on the part of the Suffragettes at Home. The telegrams offered no explanation of the abandonment of the hunger strike. Mrs. Pankhurst, be it noted, was lodged in Exeter Gaol, and a Devonian gentleman of my acquaintance had no hesitation in believing that "swab pie" and "urts" and cream-popular Devonshire dishes—did the trick. No suffragette, he said, could withstand such temptations.

Can a lady reader supply an answer to the following?—In the present subordination of women, are their patent intellectual shortcomings due, not, say, to predestined and ineradicable inferiority, but to the fact that the Principle of the Division of Labour applies inexorably to the sexes? I have been reading a well-reasoned booklet which deals with the undoubted era of "bravine women," and that query has formed itself. Of course the big things of life are, at present, the business and professions of men (I leave home-rule, or home-influence, out of the consideration), but is that to be attributed simply to boisterous masculine bluff, and will a change of environment and status result in women laying aside their butterfly interests at the call of Higher Things? A lady reader or so might deal genuinely with such a subject under the query—Will the powder-puff share the fate of the snuff-box? I invite an opinion.

There is surely no finality to the novel literary ideas of some people. To judge by the Home papers there has been a "bit of a stir" among the Universities in consequence of the efforts of a certain "star" newspaper man, who piled up a solid column of facts with their necessary dressing of fiction, on the subject of debts, big and small, incurred at a certain University. If that writer had only lived in a country where the "chit" system prevails he could be writing till now without offending anyone. He could dwell for hours on the peculiar facial expressions which may be noticed "When the 'chit' comes marching home again."

It is a strange sight in Hongkong to see building operations in progress at night, but such a sight might have been witnessed any night last week in Queen's Road, where a number of men have been merely chipping away at the granite facing of the new German bank. Electric wires are carried over the face of the building enabling the men to work by electric light. Evidently it is intended that the building shall be completed in contract time.

In a village not one hundred miles from Victoria, an absurd and unrehearsed comedy is being acted each day, and with each day the thing becomes even more funny. Soon the comedy will be looked upon in the light of tragedy; the tragedy of a lost memory. As far back as September seven Chinese coolies were engaged by a person whom, out of dire necessity, I must designate as "someone," to cut the grass which carpeted a cricket pitch and golf course. It was a few days' job, and when this time had elapsed the green sward looked to be in the pink of condition. Yet no one in authority appeared on the scene, and so the coolies continued to belabour what little grass remained on the earth's surface. From a thick green carpet they transformed those greens into billiard-table tops. Still no one arrived to dismiss and pay them, and those seven hopeful Chinese silently continued to abate the earth. Where the tragedy comes in is that these seven shavers are even now silently toiling and waiting for someone to turn up. Each day they swoop down upon the little green blades which have had the audacity to emerge during the night. Now and again they do suspend their labour of love and look with anxious eyes towards the city, but there is no truth in the rumour that while they work they sing a melody closely akin to "I see a waiting, waiting, waiting for you," etc. If they do, those seven silent toilers know something, even though Josie may not be to blame.

[The story is interesting, but surely it is too much to believe that those seven Chinese have been toiling on since September without receiving any pay.—Ed.]

RODERICK RANDOM.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—Hon. Mr. H. E. Pollock\$20

TWO LETTERS FROM URGU.

I.—THE ROAD TO URGU.

The European resident in China has a choice of three routes to Urgu. He may travel over the Gobi Desert from Kalgan, follow the Kerulen River from Hailar, or journey by rail to Verkne-Oudinsk, just east of Lake Baikal, and then strike south. The third is the shortest and least arduous, but, if comparatively unambitious, it has its special rewards. It leads through Verkne-Oudinsk to Kiachta and so gives a preparatory insight into the position which Russia is making for herself in North Mongolia. How seldom Britishers frequent these two towns is indicated by the complete ignorance of English which prevails in them. There are few places in the world where nobody understands "d—n," yet Verkne-Oudinsk and Kiachta have no recognition whatever for this the shortest of our prayers. French they understand a little, German a trifle more, and anyone who can talk Chinese need find himself in no serious linguistic difficulty. But when the train has left you on Verkne-Oudinsk platform it is no longer any use to call on Heaven to assist you in your own tongue.

A dusty road runs, for a time in the shade of a pine-wood and then dipping down under a wooden archway enters the centre of the town flanked by log-cabins, and shops and houses built almost entirely of wood. You note with satisfaction—for in summer there are eighteen hours of daylight, seven of which are successively hot—a beer garden on the left and presently turn sharp to the right into a broad quiet street running straight towards the Selenga River.

A few hundred yards from its sandy bank stands an Hotel, and though nobody inside speaks anything but Russian and you have to take the menu entirely on trust you can live there in reasonable comfort for eight or ten roubles per day. In exchange you get an interesting place to explore. Verkne-Oudinsk originated in a penal settlement and a large white prison overlooking the river is in keeping with the cut-throat character of certain portions of the town. Here it is not well to stray alone after dark lest some Russianised Chinese who has forgotten the decent traditions of his own country, some needy Buriat or a broken Siberian Colonist be tempted to hold you up. In the main street, and those that cross it at right angles, large stores and shops enfold you with prosperous security, and if you are robbed it is in a courteous, civilised way—through prices artificially raised to yield profits of between two and three hundred per cent. A brisk trade in skins, furs, wool and timber and the presence of a large garrison whose officers must either spend money or die of ennui helps the town to stand such spoliation with an appearance of reckless good grace. In respect of its gay carelessness Verkne-Oudinsk is reminiscent of Harbin, though as far as I discovered there are only two places of amusement—the aforesaid Beer Garden and a long wooden shanty dedicated to the worship of the Cinematograph. But the town wears the same air of casual erratic enterprise, of readiness to live without any thought for the morrow. It is, however, far more picturesque. Pinned hills hem it in on one side, the broad shimmering waters of the Selenga on the other. Dark brown, green, and white houses on either side of dusty roads throw long shadows over fair-haired women with pink shawls grouped basket on arm amongst pig-tailed Chinese and bronzed Mongols in long red coats. Russian farmers in blue blouses and big top-boots trudge beside ox-carts creaking forward in a low cloud of dust, and now and then a sparkle of silver and steel brooks from a troop of cavalry as it wheels at a canter into the market square, ON THE SELENGA.

Two steamers, the *Seraphim* and the *Andromeda*, ply between Verkne-Oudinsk and Kiachta. Tickets are bought at a quaint little office perched half-way up the low cliff overlooking the river, and proceeding on board about half-past seven in the evening you reach Onst-Kiachta in, roughly, thirty-six hours. It is, by no means, a comfortable journey. Each cabin has bunks for three but room only for two; the saloon is small and badly ventilated, and because the fuel used is charcoal and a constant stream of red hot cinders pours down from the high narrow funnel there is no awning over the upper deck. One has to choose therefore between being stifled below or grilled beneath a pitiless sky. As in the Hotel, nobody understands anything but Russian, and though recognizable tinted things are sold in the saloon behind a narrow bar they are all monstrously expensive and most of them well soaked in oil. Moreover, sunset is the signal for a plague of mosquitoes, and though it brings with it a drop in temperature sufficiently marked to enable one to wear a light coat and thus to protect neck ears and hands, one is soon driven below, where since there are no mosquito nets, and to close the port-holes of so small a cabin is unthinkable, bed has to be sought in the dark. For all these discomforts the scenery of the river is scarcely sufficient compensation. Just at first it is pretty enough, but before half the journey is over the hills have receded leaving either bank flat and uninteresting. Here and there, indeed, they narrow dangerously and an eight-knot current disputes the vessel's progress with such success that she is only shored round sharp bends by poling rods. It took us a good twenty minutes to negotiate one angle the length of which was no more than a quarter of a mile.

KIACHTA.

Thankful for such small excitements one is still more grateful when on the second morning a last twist of the river brings Onst-Kiachta into sight. It appears at first to be no larger than a cluster of cottages crowning a low hill. The greater part of the port, however, lies tucked away behind a straggling village saved from insignificance by the presence of a large and handsome church with tower and dome painted green. Kiachta proper lies some ten miles away and is reached in a *tarantass*, which is like nothing so much as a large perambulator drawn by three horses. Driving first over a grassy plain we approached a wood, where a halt was made in sight of a Russian camp just visible through the trees. Quite faintly came the sound of soldiers singing in chorus. Starting again we entered a thick broad belt of pines and silver birches, where the ground was covered with wild roses, tiger lilies and ice-plant poppies. Suddenly emerging from the trees the carriage sweeps into a semi-circular clearing commanding a view of a valley where white houses with green roofs gather round a church. As the road descends the group scatters and becomes interspersed with houses of log-wood richly brown framing a white dusty street. Soon you are in the middle of the town with an hotel on either side, large shops and stores drawing the eye on to a small enclosed park. A little to the right of it lies a market square brightened by Mongol dresses of orange, scarlet and turquoise blue. This part of the town is known as *Treigassat*. It is the busiest quarter and its trade in furs, skins and wool has trebled in the past five years. Distant a mile or so is the military and residential district, Kiachta, where Russia has just completed the construction of barracks large enough to house between four and five thousand men.

INTO MONGOLIA.

Together these three places make up a commercial centre of growing importance, destined if Mongolia is ever properly "opened up" to expand very considerably. One hears a good deal of a projected railway which is to link Kiachta with Urgu and possibly with Verkne-Oudinsk. Of the strategic value of such a line there can be no doubt, and the way in which Russia is converting both Verkne-Oudinsk and Kiachta into military stations lends support to the supposition that a railway is under consideration. The genuine traveller can only hope that the cost of such a line, combined with the fact that for many years it would not pay, will delay its construction. The 170 or 200 miles—whichever the distance actually is—between Kiachta and Urgu are much more pleasantly covered on horseback or in a *tarantass*. I chose the latter method and left the little shanty that calls itself the "Hotel Metropole" early on a summer morning with part of my luggage strapped on behind the carriage and the remainder stowed away under my legs inside. From *Mai-mai-ch'eng*—the Chinese section of Kiachta, a quaint little town standing just south of the stone pillars that mark the boundary between Russian and Mongolian territory—the road led straight out onto the plain, and soon became nothing more, for a time, than a rough track along which strings of bullock-carts loaded with neatly piled blocks of timber met us on their way to market. Presently the path, broadening a little, rose towards a line of trees—the advance guard of a thick wood on the other side of which we halted at mid-day at a Russian "Rest-House"—a log-cabin such as one sees in picture books. The second stage ended, after a pleasant drive through wooded, hilly country, on the banks of the Uragol, where night was spent in a cottage similar to the one we had left behind. Rain fell heavily and drizzled down on us next morning as we crossed the river—horses, *tarantass* and men—in a broad flat-bottomed ferry-boat pulled over by iron-wire hawsers. South of the Uragol the scenery becomes typically North Mongolian. You ascend from one broad valley, cap-shaped and surrounded by grassy hills dotted here and there with trees, into another, and everywhere the eye is gladdened by a profusion of wild flowers. A large Mongol camp received us hospitably at sunset and we slept in a *jurt* surrounded by herds of ponies, cattle, flocks of sheep and prowling companies of watch-dogs. An early start while fields and hillsides still shone with dew enabled us to reach the Haragol early in the afternoon. The river was in flood, and of twenty-four hours passed in consequence on its banks nine were spent in shooting duck and one in watching the commencement, development and climax of a quarrel between two Mongols who stood up to one another with their fists and fought until a burly Russian, a giant with blue eyes and flaming beard, wearing a long pink blouse belted round a stupendous paunch, eventually separated the pair. From the Haragol to Urgu is the best part of two days' journey. Two stages bring one to a last Mongol camp, a third to a final ridge of hills thickly wooded—a paradise of wild-flowers. Urgu lies on the other side concealed from view for an hour or more until as the descending road bends eastward you see first a level of grey roofs, then a white tower and hanging from it bell-shaped canopies of gilded bronze shining over the centre of the Lama City.

ASSOCIATION FOOTBALL.

ENGINEERS EASILY DEFEAT H.M.S. "TAMAR."

This match, in the Senior Division of the United Services League, was played at Happy Valley on Saturday and was won by the Engineers by three goals to nil. It was a humdrum affair all the way through, with neither side showing anything like championship form. The Engineers gave a very feeble and puerile display, and as they excelled so much in the scoring department the power of the sailors' attack can be imagined.

The usual crowd of regular Valley-goers lined the ropes at the kick-off. Before Sergeant Wilson had been in command a couple of minutes the *Tamar's* side was depleted by the left half, Long, having to leave the field. He had been suffering from a bad leg for some days from an injury received at hockey, and ought not to have chanced it so soon. This was bad enough for the Light Blues, but worse was to come, for Colwill, the half-back on the other wing, suddenly developed a weak knee and had to join his comrade away from the battlefield. This, of course, necessitated a re-arrangement of the team. These nine men could not be expected to hold their own against eleven, and gloomy ones around the pitch predicted half-a-dozen goals against the Navy at least. Really we all wonder why these goals did not come, but the fault lay with the Suppers themselves. They could not bring themselves to the re-arranged field and "offsides" were frequent. The guardship men were tried, and occasionally broke through and then there was a backward rush of the soldiers to cover Rogers. It seemed likely that Adams would be the one to open the scoring, account for the Tars broke through and the centre was left with clear possession right in front of Rogers. Nichols had passed to him, but the ball came a trifle high; he tapped it down with his hand to get it into shooting position and Referee Wilson's whistle promptly brought relief. No other such good chances came subsequently to the *Tamar's* nine; they did their best, and succeeded in keeping their opponents out, and that was all—rather more than they were expected to do. Lewis and Boff had many hard lines with near things, and the rest-time came with the score-sheet blank, and the Sailor-men a bit blown.

The second half was a bit more exciting. The R.E. seemed to feel that this was their golden opportunity to earn their first winning brackets and they shaped their course accordingly. With desperation Hurdon took on three men's work to clear his lines; he was better than his cham Grimes, and Dugdale was all there between the sticks. It was an anxious time for the "Blues" and they buckled up under the strain. Boff was really too much for them and he mixed up the passes and shots lovely. Three times in rapid succession did this newcomer to the first class league nip to pierce the flag-ship's defence and he deserves more or less the credit for each of the three goals that were scored. The Wellington Barracks could do almost as they liked towards the finish and it was only their own bad shooting and worse control of the ball that made the score remain so low. Finally the referee's solo sounded, leaving the Engineers with their first victory by three goals to nil. It was no great feat to defeat nine men, even allowing that one of their own men was off for a few minutes, but it is a victory for all that, and it is so recorded in the League table.

U.S. LEAGUE—DIVISION II.

TAMAR RESERVES, 3; R.E. RESERVES, 1.

The sailors in this match made up as far as they could for the whacking of their chiefs and routed the second string of the Engineers by three goals to one. The victory gives them a welcome lift in the League table from the ninth to the sixth place, and their success was well-deserved on the run of the game.

ARMY v. NAVY ON BOXING DAY.

A trial match takes place to-morrow (Tuesday) at Happy Valley to decide on the Navy team which shall oppose the Army in the exhibition game on December 26th.

FOREIGNER CONVICTED OF BURGLARY IN JAPAN.

SENTENCED TO SIX YEARS' PENAL SERVITUDE.

Judgment was delivered last week in the Yokohama Court in the case of O. G. Wilson, formerly a sailor on a German ship, who was accused of theft and burglary at Negishi, the accused being sentenced to six years' penal servitude. Accused at once gave notice of appeal.

GIANTS AND WHITE SOX.

BASEBALL EXHIBITION GAME IN HONGKONG.

At one time it seemed quite possible that the Giants and White Sox baseball teams would not be able to land at Hongkong. Upon the arrival of the *Empress of Japan*, it was noticed that she was flying the yellow flag, a mild case of small-pox having been discovered the night before the vessel reached Hongkong water. She was quarantined immediately, and the patient, an European, was removed. Then followed an examination of the remaining passengers by the Harbour doctor, the while these baseball exponents were on tenter-hooks. However, it was found, fortunately, that the case was an isolated one and the passengers were subsequently allowed to come ashore.

None were more pleased than the Giants and White Sox, who are drawn from New York and Chicago, for they had arranged to play an exhibition game at Happy Valley. This took place before a fair crowd of puzzled spectators. Baseball is not a familiar game in the Colony, and thus the lightning work of these skilled and highly-trained players proved interesting to the point of fascination. They are all fine specimens of the true athlete and have naturally made the game which sways the American sportsman a fine art. The object of the world-tour which the teams are undertaking is of a propagandist nature, but one fears that the Englishman, with his football, cricket, tennis, polo, and other little sporting by-the-ways, will not be able to find adequate room for this American whirlwind. If the English sportsman was not under the spell of professional Association football and Rugby (Northern Union), and good amateur Rugby, he might wish to create a baseball organisation. But at present, he seems quite full up.

One member of the White Sox team was sanguine enough to anticipate that the English sporting fraternity will "tack on" to this "really No. 1 game." He admitted to a *Daily Press* representative that he had not seen a first-class professional Association football team at play, "but," he remarked "when they see baseball played properly and by good men, I guess they will tack on anyway." When reminded that Englishmen, as boys, played a game called "rounders" and it was suggested this old-English game had by some occult influence been elaborated and turned out in America under the name of baseball he asserted, with that sound assertiveness which is a characteristic of the American, that the fact that this primitive idea entertained young England only paved the way to the introduction of the game. This is another matter in which we shall have to "wait and see."

Of course the practice match would have been followed with even more interest had everyone been able to understand all the "moves" and the remarks of the players, some of whom, in their "baggy" attire, reminded one, at a distance, of the *beaver* ideal in village constable lines. However, as distinct from these much maligned arms of the law, the players were remarkably agile and speedy, and the skillful manner in which they dealt with the base was perhaps the feature to the uninitiated. The most excited spectators were the groups of American sailors; they, of course, like football followers at home, shouted advice, while the English people applauded a big hit or quick field work with the base, and put the game down as "glorified rounders." This is how it is bound to strike an Englishman, who has not previously seen the game.

Within a few hours of the conclusion of the match, which was won by the New York players, the two teams had boarded the *St. Athans*, and were en route for Manila.

The European who was taken off the *Empress of Japan* suffering from small-pox, is Mr. Hurley, the well-known guide to Canton and the interior of China. He was returning from Shanghai.

WORLD-FAMOUS ARTISTES' COMBINE.

News has been received in all the principal centres of the East and the Colonies of the coming for a world's tour of Miss Maud Allan, with Leo, Jan and Mischel Cherniavsky (pianist, violinist, and cellist), whose world-wide reputation has made their names household words in five continents. "Quite an Orpheus wave is just now passing over the world," says the advance notices, "and one can easily imagine Maud Allan and the Cherniavskys, with their Muses, that fiery, tender, passionate, possessing that wonderful vividness that fascinates, stand aloof from other combinations, in so far as they have brought to pass by their gifts a phenomenal state of affairs unique in the history of Touring Parties." The triumphs of Maud Allan and the Cherniavskys are still fresh in the memory of all who have seen or heard them, and the tales of their great achievements and the enthusiasm they evoke make the public in the Colonies look forward with eager anticipation to their visit.

INTIMATIONS.

XMAS GOODS



OUR CONFIDENCE JUSTIFIED.

—We undertake to refund the Cost of any Article if any of our Customers are not satisfied, as we know how excellent our Goods are. Such an offer could not be made if there was the slightest doubt about our Goods. All we ask is your inspection.

H. RUTTONJEE & SON,

WINE AND PROVISION MERCHANTS.

[31]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

[41]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

PORT FOR CHRISTMAS

ORDER NOW, so that the sediment may have settled before Christmas.

DOW'S 1 CROWN PORT.

"INVALID PORT."

"HUNTING PORT."

"ROYAL DRY PORT."

"ARMADA PORT."

"4 CROWNS PORT."

"VIN 1890."

[25]

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF

LARYNX, ACUTE AND CHRONIC BRONCHIAL

CATARRH, ASTHMA, &c., which has been recognised

unequally by the highest authorities. Also the AFFECTIONS

OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



[247]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter TAs MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF SIR WILLIAM ROBINSON, late of No. 28, Evelyn Mansions, Carlisle Place, in the County of Middlesex, G.C.M.G., deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance, 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 6th day of January, 1914.

All Creditors and others are accordingly hereby required to send particulars of their Claims to the Under-signed on or before that date.

JOHNSON, STOKES & MASTER.

Princes Buildings.

Ice House Street.

Victoria, Hongkong.

Solicitors for the Administrator.

Hongkong, 6th December, 1913. [1427]



PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 15th day of December, 1913, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Aberdeen, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Registry No.	Locality	Boundary Measurements (Approximate).	Contents in Square Feet	Annual Rent	Upset Price.
1	2	3	4	5	6
1	At Aberdeen	100 feet by 100 feet	10,000	100	£430



PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of December, 1913, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of Two Lots of CROWN LAND at Babington Path and Hatton Road respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sub-Registry No.	Locality	Boundary Measurements (Approximate).	Contents in Square Feet	Annual Rent	Upset Price.
1	2	3	4	5	6
1	At Babington Path	100 feet by 100 feet	10,000	100	£3,945
2	At Hatton Road	100 feet by 100 feet	10,000	100	£2,400

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPEROR OF JAPAN."

THE above-mentioned Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Treasures and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon or West Point Godowns, where delivery can be obtained.

Goods on hand after the 22nd Dec. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK.

General Traffic Agent.

Hongkong, 15th December, 1913. [1429]

NEW ADVERTISEMENTS

NOTICE.

(Translation).

THE question of Railway construction throughout China has been under the consideration of the Ministry of Communications for several years; and in certain directions progress has been made. In view, however, of the necessity of adopting a sound and comprehensive Railway Policy for the entire country, the Ministry of Communications has decided to invite the Public—Chinese and Foreign—to submit proposals and schemes on the subject to be communicated to the Ministry on or before December 31st, 1913, and prepared in accordance with the following rules.

The rules are as follows:

A. Proposals must be accompanied by maps with letterpress in the Chinese language as well as in a foreign language if desired.

(1) Take the map of Asia on a scale of about 2,000,000 to 1 and trace all the projected lines and insert necessary explanations. If no such map is available then the map of China (nearly 2,000,000 to 1 in comparison) issued by the Commercial Press may be used for this purpose.

(2) In the map all existing Railway lines in China in operation or in course of construction or in projection should be distinctly shown.

(3) Directions and routes by which the South and North-West of this Country can be linked with the Railway Systems of Europe, India and other Countries should be shown in the Map.

The object and advantages of all Railway lines extending to other Countries should be explained, and the extension and improvement of these lines inside the Country should also be explained.

(4) The object with which the Railway lines are divided into main, branch, or connecting lines should be explained.

(5) Indicate the relations between the projected lines and the lines of the World.

(6) Indicate the relations between the projected lines and the lines already constructed in this Country.

(7) The object why the Railway lines terminate on the seaboard or at a river port should be explained.

(8) Information on the present conditions of Military Affairs, Commercial Business, Mining, Industry, Transportation of people to the frontier of the Country and their future intentions in the sphere of the main, branch, and connecting lines should be furnished.

(9) Besides the above, information on the present conditions of Religion, Customs, Education, Judiciary, and their Future Development should also be added.

(10) The general conditions of Railway Traffic should be shown in the form of a statistical diagram according to their respective sections.

(11) Make a table to show the improvement in the Railway Traffic on all main, branch, and connecting lines of this Country during the course of years.

N.B.—Particulars—including title and author—of any book or map referred to must be given. If the book or map is not in common circulation, then all necessary notes or extracts regarding the same are required.

B. Rewards:

(1) From 500 to 2,000 Dollars will be given as rewards to those whose maps and statements sent in have been approved and accepted or taken for reference by the Ministry.

Any one who is not willing to receive pecuniary reward will be offered by the Ministry a reward of honour.

(2) Besides pecuniary reward, the Ministry will also prepare a kind of medal for those who have sent in accepted proposals or recommend the party to the President for an Order of Merit in accordance with Art. 2 of the Presidential Order concerning same.

(3) The above rewards will not, of course, be conferred on those whose proposals are unsuitable for use.

C. If, after considering a proposal, the Ministry desires to have a personal consultation with the party submitting the same, his travelling expenses, if he is not residing in Peking, will be refunded by the Ministry. (This provision applies only to those living in China.)

D. Proposals should be signed, with the address of the writers attached. Proposals, including maps, rejected by the Ministry will not be returned, and no rewards will be given for same. The Ministry will not be liable for maps sent in postage and preparation of maps.

E. Maps and statements accepted or unaccepted will have no effect on the Government.

F. The following directions for transmitting proposals to be observed:

Parcels: Parcels should be wrapped in white cloth and sewn and sealed with sealing wax.

Address: Parcels should be addressed to Railway Department Ministry of Communications, Peking.

G. The above rules will be in force on or after the date of issue and become operative at the expiry of the term herein mentioned.

[1428]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 15th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHIESON & CO., Ltd., General Managers.

Hongkong, 13th December, 1913. [14]

WANTED.

FURNISHED SITTING ROOM and BEDROOM, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—

"BENEDICK,"

Care of "Daily Press" Office.

Hongkong, 20th November, 1913. [1345]

INTIMATIONS

SOME SEASONABLE GIFTS SUGGESTED BY

LANE, CRAWFORD & Co.

DOLLS, TOYS, GAMES.

ELECTRIC TRAINS, MECHANICAL FIGURES.

INDOOR GAMES OF EVERY DESCRIPTION.

GOLF CLUBS, TENNIS RACKETS, ETC.

ELECTRO-PLATE, BRASSWARE.

CAKE-STANDS, FIRE SCREENS, FLASKS, SAFETY RAZORS.

OIL AND ELECTRIC LAMPS.

LADIES' GLOVES AND SCARFS

— VANITY BAGS —

UMBRELLAS, BLOUSES, HANDKERCHIEFS, ETC.

GENTLEMEN'S TIES, GLOVES,

UMBRELLAS AND WALKING STICKS.

WARM WAISTCOATS AND DRESSING GOWNS.

SILK BRACES AND SOCKS.

SHAVING MIRRORS, FITTED SUIT CASES.

CRACKERS, CHOCOLATES, FONDANTS.

IN FANCY BOXES.

LANE, CRAWFORD & Co.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER.

KEY BRAND.

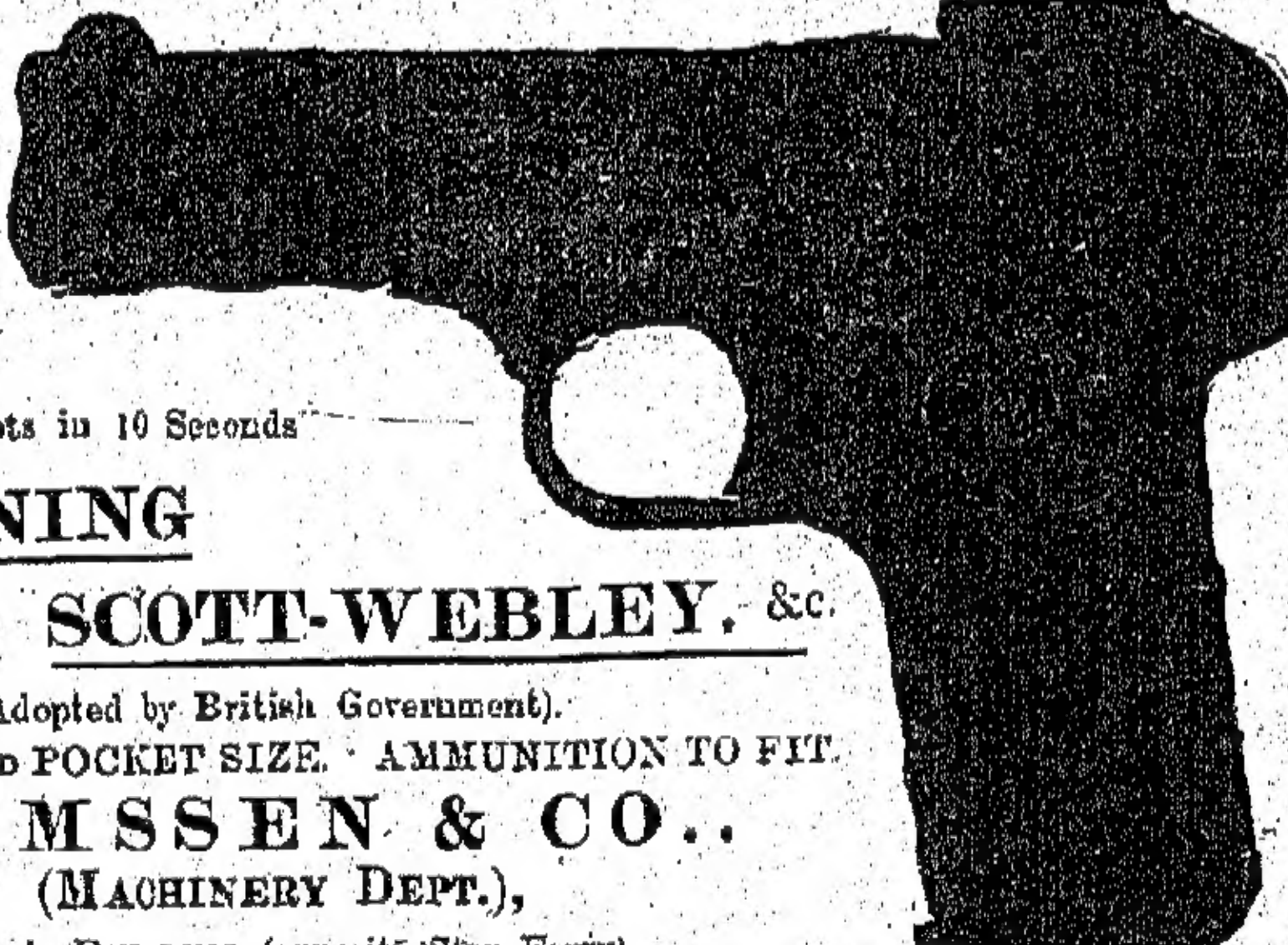
PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

AUTOMATIC PISTOLS.



BROWNING

SCOTT-WEBLEY, & Co.

(Adopted by British Government.)

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSEN & CO.,

(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

[1379]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road

Telephone No. 409.

Hongkong, 2nd December, 1913. [1389]

FOR SALE.

ONE TRIPLE EXPANSION, Vertical Steam Engine, with surface condenser, 500 H.P. Cylinders 390 by 600 by 970 mm. stroke 600 mm., rev. p.m. 125. In perfect working condition.

For further particulars apply to—

THE SIAM ELECTRICITY CO., Ltd., Bangkok.

[1408]

YOU ARE INVITED to come and inspect our Fine Assortment of

DOLLS, TOYS, AND CHRISTMAS GOODS.

Prices from 10 Cents upwards.

GRACA & CO.

Pedder St. (Hongkong Hotel Building).

OVER 1,000 DOLLS IN STOCK.

Hongkong, 6th December, 1913. [1153]

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51106 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 27th November, 1913. [1875]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the Year ended 30th June, 1913.

THE Board having declared a FINAL DIVIDEND of 4½ per cent. free of Income Tax, making a total of 5 per cent. for the year ending 30th June, 1913, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividends on presenting No. 2 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

THE RUSSO-ASIATIC BANK.

THE BANQUE BELGE POUR L'ETRANGER.

The payments will be made in either Dollars or Taels, at the Holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER.

KAILAN MINING ADMINISTRATION.

Hongkong, 5th December, 1913. [1412]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,

and

IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED (in Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 170 of the Companies Ordinance, 1865, that a GENERAL MEETING of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, on TUESDAY, the 6th day of January, 1914, at 12 o'clock Noon, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before said Meeting, and for the purpose of considering and approving the proposed final return of \$3.60 per Share on the issued Capital, determining the Liquidators' remuneration, hearing any explanation that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed of.

PERCY SMITH, SETH & FLEMING, Liquidators.

Hongkong, the Fourth day of December, 1913. [1401]

BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital... Yen 10,000,000

Capital Subscribed (paid up)... 6,250,000

Reserve Fund... 2,320,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Swatow Tainan

Anping Keelung Tamsui

Canton Kobe Nagasaki

Foochow Osaka Yokohama

Keelung Shanghai

HONGKONG OFFICE, 3, DES VAUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1913. [1272]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital... \$15,000,000

Reserve Funds—

Sterling... \$15,000,000

Silver... \$17,450,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

S. H. DODWELL, Esq.—Chairman.

Hon. Mr. D. LAMDALE—Deputy Chairman.

G. Friesland, Esq.

E. Goetz, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

G. R. Laurens, Esq.

J. A. Plimmer, Esq.

W. L. Patten, Esq.

H. A. Siebs, Esq.

Hon. Mr. B. Shellim.

CHIEF MANAGER:

Hongkong—N. J. STABB.

MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

Hongkong, 13th October, 1913. [118]

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)

Paid-up Capital... Fl. 17,407,000 (£1,450,583)

Reserve Fund... Fl. 6,618,000 (£549,168)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DETA,"
Arrived Hongkong on 5th December, 1913,
From HONGKONG, COLUMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out by Mark and
delivery can be obtained as the Goods
are landed.

This vessel brings on Cargo—
From London, &c., ex "Malva."
From Persian Gulf, ex "B. I. S. N."
and B. & P. S. N. Co's Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary within
5 hours.

Goods not cleared within 5 days including
date of arrival will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the God-
downs for examination by the Consignee, and
the Company's Surveyors, Messrs. GODDARD
and DEVLIN, at 10 a.m. on MONDAY and
TUESDAY. All claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognised.
No claims will be admitted after the goods
have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 8th December, 1913.

ORDREUTSCHER LLOYD, BREMER
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the God-
downs and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Ltd., Kowloon, and West Point
Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON 10-15 requesting it to be landed
here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 15th Dec. will be subject
to rent.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on the 16th Dec. at 9.30 a.m.

All Claims must reach us before the 2nd
Dec. or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 9th December, 1913.

THE ROYAL MAIL STEAM PACKET
COMPANY.

The Steamship "MONADNOCK"

From Seattle, Portland and
Japan.

THE above Steamer having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature, and to take immediate delivery of
Cargo from alongside.

Cargo impounding or remaining on
board after 14th inst. at 6 p.m. will be landed
at Consignees risk and expense and delivery
must be taken from the Godowns at 4 p.m.
extra has done Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance will be effected.
No Claims will be recognised after the Goods
have left the Steamer or Godown, and all Goods
remaining in Godown undelivered on 15th inst.
will be subject to rent.

All chafed and otherwise damaged Cargo
must be left in Godown and examination of
same will be held on 15th inst. at 10 a.m.

All Claims must be presented on or before
22nd inst. or they will not be recognised.

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 12th December, 1913.

NORDEUTSCHER LLOYD, BREMER
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"RUELOW"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the God-
downs and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON 10-15 requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 15th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst. at 9.30 a.m.

All Claims must reach us before the 25th
inst. or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 11th December, 1913.

新外中港
CHUNG NGOI SAN POPublished Daily,
is the oldest and still immovably the best
Advertising medium among the
Native Community.

Established for over FIFTY YEARS
Circulates largely throughout Southern China
and Indo-China.

Terms for Advertising/Translation free can
be obtained at the Office, 10, Des Voeux Road
Central, Hongkong, 131, Fleet Street, London,
or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

ST. PAUL'S COLLEGE
PRIZE-DAY.

H.E. MR. SEVERN ON ATHLETICS.

Saturday was a joy-day for the students
at St. Paul's College, it being the
occasion of the annual prize distribution
and the commencement of their Christmas
holiday. The ceremony of distributing
the prizes was performed by His Excel-
lency the Officer Administering the
Government (the Hon. Mr. Claud
Seymour), who was supported by the
Bishop of Victoria (Dr. Landery), and the
Rev. A. D. Stewart, the Principal of the
College.

The Principal read the following satis-
factory report of the School's progress
during the past year in English and
Chinese, as follows:—

Your Excellency, my Lord Bishop,
Ladies and Gentlemen,—It is a pleasant
task to present the report of the year's work
in a school when the word "advance" is
written across each branch of its activities.
We are now closing the fifth year of this
school's existence and each year has marked
a forward step in the various departments
of school life. Starting in February, 1909,
with a staff of two and an enrolment of
eighteen, we have now grown to a staff of
eighteen, five of whom are English, and a
total on the roll for the past year of 340
names, the largest number present at any
one time being 280. The average attendance
has been good on the whole, 22 boys having
attended throughout the year without miss-
ing a day, several others missing only once.
One, Chung De Kong, is in a fair way to
break the world's record for school atten-
dance, having been at this school for five
years without the loss of a single day. The
work of the past year has been on a higher
level than that of past years. The new
plan, started this year, of dividing each of
the lower classes into A and B, putting the
older boys into A, and the younger boys into
B, has proved a successful experiment. In
the Oxford Local Examinations we had a
larger number of passes than ever before,
that is, a total of 13 out of 17 who entered.
Detailed results show that all seventeen
passed in Scripture. In the Preliminary
section, Ng Ka Kuen passed in all the eight
subjects for which he entered and five others
passed in seven subjects each. Eight out of
the ten Preliminaries passed in English, which is grati-
fying in view of the fact that all the candi-
dates are Chinese. The examinations
throughout the school, during the year under
review, have also produced very encouraging
results. In several cases there have been
hard struggles for first place. None have
been harder than that for the coveted posi-
tion of Head of the School, the holder of
that position, Li Kai Tsang, being victori-
ously challenged by Ma Tung Shin. By a
strange coincidence it was found, when the
marks were added up for no less than 25
examinations, that the two rivals had tied
for first place with a record of 2,028 marks,
that is, over 80 per cent. In the Upper Fifth
there was another good struggle for first
place, Li Kai Tsang finally secured the first
place, beating Wong Tai On by seven marks
out of 2,328.

In athletics, too, we can report good pro-
gress. In the Hongkong Schools' Sports, in
April last, members of this school secured
their fair share of prizes. During the sum-
mer our swimming club was the largest we
have yet had, numbering over eighty mem-
bers, a good proportion of whom learned to
swim. The past term has been marked by
the success of the school's football team.
The Football League, now in progress, we have
managed to remain undefeated so far in
five matches, having to our credit a score of
18 goals with only one recorded against us.
The staff has not changed much during the
year, which is a cause for thankfulness.
In the spring Mr. Wong Oi Kuit, left
after nearly two years of good service
in the school and his place was taken by Mr.
Luk Shi Hei. About the same time Rev.
L. W. Rogers, who had been Acting
Principal during the past year, left and has
taken up work in Canton. In his place we
have had the pleasure of welcoming Rev.
G. F. S. Updell, who arrived from England
in September and is now taking the position
of a master in the school. In the Chinese
studies we have had the advantage of
securing the services of Mr. Lai Chi Lau,
who has well filled the post of Chinese Head-
master. It is impossible to say too much in
praise of the efforts of the staff to advance
the good of the school. A genuine spirit of
enthusiasm has pervaded all the work of the
school, and a real desire has been manifested
to give all possible help regardless of
personal inconvenience. With such a spirit
in the staff it is little wonder that the boys
have done well and have reflected in their
work some of the enthusiasm of their
teachers. In such circumstances the charge
of the school is indeed robbed of its burdens
and becomes a pleasure.

As a missionary school naturally we lay
stress on the moral and religious side of
school life and work. Here, too, we are
encouraged by signs of advance. The tone
throughout the school has been good. The
Monitors have shown themselves capable of
being trusted and their efforts to encourage
self-control and self-management in the
school have met with a large measure of
success. The daily study of the great
Christian Classic which sets forth the one
and only perfect character which this world
has seen, has resulted in a noticeable deep-
ening and strengthening of the character of
many of the boys. During the year ten of
those connected with the school gave public
evidence of their desire to live up to the
highest and best standard in the act of
Baptism; and the Scripture Union, which is
managed by the boys themselves, has an
enrollment of over 80 members, a number
of whom have taken part in the weekly
meetings. One outcome of this study has
been the desire to help others and, entirely
at their own request, the boys are subscrib-
ing to support two Christian masters in the
country districts where the opportunities of
a good education are so much fewer than
in Hongkong.

In close connection with this story of past
progress I must place that of three forward
steps which are to be taken in the immediate
future. In the first place, we are seeking to
make our education here as far as possible
a commercial one. We try to do this by
laying much stress on idiomatic English,
especially spoken English, by object lessons

and conversation lessons in the lower forms
and frequent debates in the upper forms.
Bookkeeping is taught in the higher forms
and a shorthand class formed two months
ago has been well attended. Now that we
have laid in a supply of four typewriters,
we hope for good results in this direction
also. Another step we are taking is one
which many of us have long felt to be of
utmost importance, namely, the opening of
a boarding establishment in connection with
this school. No one conversant with the
condition of things prevailing in the student
world of Hongkong can but feel the impor-
tance of opening places where they can be
sheltered from the dangers that surround
them, and receive that restraint and moral
control so peculiarly necessary at their time
of life. For the needs of the moment we
are renting two houses in Cause Road capable
of accommodating from twenty to twenty-five
boarders. It is not an ideal arrangement,
but we are hoping for something better later
on. The third step is the opening of a
Junior School in the middle of the town with
lower fees and a less advanced course of
education. We are linking that school to
this one by means of annual scholarships so
that promising scholars may be encouraged
and helped to continue their studies. We
are hoping to make it a training ground for
some of our senior boys, and, at the same time,
we hope to bring that moral and spiritual
influence, which has meant so much to the
school, to bear on a yet wider circle. In
closing this report of the fifth year's work
we would give expression to our heartfelt
gratitude to Almighty God for that measure
of success which He has allowed us to see
and for the countless encouragements
which He has condescended to us through
these past years. It only remains for me to
thank your Excellency for so kindly coming
here this evening, and to wish you boys a
happy Christmas, a pleasant holiday, and
a punctual return on Wednesday, January
7th. (Applause.)

His Excellency afterwards distributed
the prizes.

At the close, His Excellency expressed
the pleasure he felt at being present there
that evening. He thought they would
all agree that the report which Mr.
Stewart had read was a most satisfactory
one, and he must congratulate him on
the work during the past five years which
had brought the School to such a pitch
of excellence. St. Paul's College was one
of the oldest foundations in the Colony,
and this new School, which they had
organised within those walls, so to speak,
was doing splendid work. The Head-
master had on his staff several excellent
teachers, and he would particularly
mention one of his latest recruits, the
Rev. Mr. Updell, who not only was a
clerkman but, he believed, a fully
qualified electrical engineer. His Excel-
lency was particularly glad to notice
from the report that the athletic side
of the School was making such good
progress. The schools of Hongkong were
very much handicapped by having so few
areas in which they could play games.
That was only the result of living on the
side of a rock, but he hoped that in the
next few years they would be able to
provide some more recreation grounds
for the schools of the Colony. (Applause.)
He was especially glad to see that the
Swimming Club had reached its record
number, and he desired particularly to
ask all of them to learn to swim. He did
not want to refer to an unpleasant tonic,
but no doubt they would all remember
that in the Harbour of Hongkong some
time ago there was a dreadful disaster.
One of the Yau-ma-tei Ferry launches being
run down by a steamer, and out of some
60 people more or less who were on board,
27 were known to be actually
drowned and brought back to life with
the very greatest difficulty. That was a
proof that they could not swim, because
there were launches and several boats on
the spot almost at once. He asked every
boy in that School to learn the art of
swimming, and then teach their friends.
(Applause.) In conclusion His Excel-
lency wished the boys a happy holiday,
and re-echoed the hope of the Principal
that they would return punctually on the
7th January to resume their studies with
the greatest possible zest. (Applause.)

On the proposition of the Bishop of
Victoria, a hearty vote of thanks was
accorded His Excellency for his presence
and his remarks.
A concert was given during the
evening, the items being of much interest.

A LIVING BUDDHA EXECUTED.

REPORTED MASSACRE OF MONGOLS.

The Peking correspondent of the N. C.
Daily News says:—It is reported from
Urga that at Dolnar the Chinese have
executed Gand Chor, one of the principal
living Buddhas in eastern Mongolia, and
six lamas, besides massacring many
Mongols.

Gand Chor was in Peking last year,
and the President heaped honour upon
him. If peace is to be restored in Inner
Mongolia, co-operation between Chinese
and Inner Mongolians to get rid of Outer
Mongols, Hungarians and brigands is
essential.

The above news, if true, is calculated to
increase the whole of Mongolia and
seriously to jeopardize the prospect of a
settlement between China and the
Mongols.

PASSED THE CANAL

November 7th—Sateuma, Baron Dal-

four.

November 14th—Indian, Nile, Afghan

Prince.

November 18th—Borneo, China.

November 21st—Silesia.

November 25th—Lefina, Ningchow,

Syria.

November 28th—Benvorlich, Peleus,

Ellen Rickmers, Thebes.

December 2nd—Benduran, Peihou,

Shimosa, Yeddu, Yunnan, Harde,

Rheus.

December 5th—Dumbeo, Korber,

Kikano Maru, Kleist, Lutzow, Somati,

Preussien.

December 8th—Dunbar, Glenroy, Hyson,

Intrani, Peking, Sumatra, Melford Hall,

Palerie.

December 12th—Bohemie, Ernest

Simons, Nyman, Neleu.

ARRIVAL AT HOME.

December 12th—Bayern, Cyclops, Kamo

Maru.

THE MAGISTRACY.

JOHN ALLEN AGAIN.

John Allen again appeared at the
Magistracy on Friday—this time to
answer a charge of absconding himself
from the house of detention. Inspector
Fenton said the man went out on the
1st and failed to return. He believed he
had been lying about on board the Canton
boats. He could not have been in the
Colony, because he was well-known to the
police. Mr. Wood sentenced the defend-
ant to six weeks' hard labour.

SMALL BOY WHIPPED.

A small, impudent-looking Chinese boy
was brought before Mr. Wood at the
Magistracy on Friday, and charged with
throwing a stone at P. C. Frederick
Sullivan. The constable stated that when
in the act of clearing the Star Ferry Pier
of obstruction he observed the defendant
hurling a stone and pick up a stone. His
attention was diverted for the moment,
and he then felt the stone strike him
just above the belt. The boy denied
throwing the stone, and called his father
in support of his denial. The latter
affirmed that his son did not commit the
offence, but the Magistrate told him that
he believed the boy did throw the stone.
His Worship asked the father whether he
would prefer to beat the boy himself or
that the police should perform the duty.
The man indicated that he would like
to have the pleasure, and accordingly
the defendant was removed to another
part of the building, where corporal
punishment was duly administered.

ALLEGED LARCENY BY CHINESE.

On Tuesday morning 30 pieces of
jewellery, valued at \$976, \$265 in money,
and receipts and promissory notes were
stolen from a safe at No. 100, Queen's
Road West. The police were informed,
and on the following day two women were
arrested as the result of certain informa-
tion. These turned out to be the wife
and daughter respectively of the man
who is alleged to have stolen the
articles.

The man was arrested on the Thursday,
and the property being recovered, part of
it being concealed on their person. The
case was remanded.

AN INDIAN WATCHMAN'S THEFT.

Before Mr. E. A. Hazland, Charagh
Din, a watchman at the University, was
charged with receiving stolen property,
to wit, various articles of clothing,
belonging to Gulab Khan, another watch-
man. The clothing was stolen as far
back as June, and it would appear that
the complainant had lately come to
suspect the defendant of the theft.
Accordingly he secured a warrant for the
man's arrest, but before it could be
executed the man had taken the property
to the Registrar of the University, saying
that he had found it in his quarters. The
defendant was afterwards arrested.
Two other watchmen at the University
gave evidence, and the defendant alleged
that it was a plot engineered by these
two men and the complainant to get rid
of him, and put the latter in his place.
He found the clothing in his box, which
had been left unlocked, on Wednesday,
and he took the property to the Registrar
at once. Inspector Dymond told his
Worship that three other similar thefts
had been committed on watchmen in the
neighbourhood recently. Defendant was
sentenced to a month's imprisonment.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Tango Maru* (Austra-
lian Line) left Manila for this port on the
13th December, and is expected here
on the 15th December, a.m.

The N.Y.K. str. *Kirin Maru* (Calcutta
Line) left Calcutta for this port via
ports on the 12th December, and is ex-
pected here on the 15th December.

The N.Y.K. str. *Hakata Maru* (Calcutta
Line) left Yokohama for this port via
ports on the 13th December, and is ex-
pected here on the 23rd December.

The N.Y.K. str. *Yokohama Maru* (Ameri-
can Line) left Kobe for this port via
ports on the 19th December, and is ex-
pected here on the 21st December.

The N.Y.K. str. *Kumano Maru* (Austra-
lian Line) left Nagasaki for this port
on the 11th December, and is expected
here on the 15th December.

The N.Y.K. str. *Miyazaki Maru* (Euro-
pean Line) left Singapore for this port
on the 11th December, and is expected
here on the 15th December.

The Swedish East Asiatic Co.'s str.
Ceylon left Singapore on the 12th Decem-
ber, and is expected to arrive here on the
19th December.

The Mogul Line str. *Ghazee*, from
United Kingdom, left Singapore on the
12th December, a.m., and is therefore due
here on or about the 20th December.

The P. & O. str. *Nankin* is expected to
arrive at Penang on the 16th December,
at 4 p.m.

The C.P.R. str. *Empress of Asia* left
Yokohama on the 12th December, between
2 and 4 p.m.

The S.H. str. *Monteagle* on the 12th Decem-
ber, reached New York on the 12th Decem-
ber.

The C.P.R. str. *Empress of India*
arrived at Vancouver, on the 11th Decem-
ber, between 2 and 4 p.m.

The P. & O. str. *Himalaya* left Singa-
pore for this port on the 13th December,
at 9 a.m., with the outward English mails,
and is due here on the 18th December, at
about 10 a.m.

The I.G.M. str. *Prinz Sigismund* left
Sydney on the 13th December, at 11 a.m.,
and may be expected here on or about the
5th January.

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,234, D. Cordos,
11th December—Hongkong 8th Decem-
ber, Coal.—Jardine, Matheson & Co.

BANKU MARU, Japanese str., 2,017, T. T.
Soga, 12th December—Sourabaya 29th
November, Sugar.—Dodwell & Co.

CEYLON MARU, Japanese str., 3,142, Nogu-
chi, 11th December—Mojji 7th Decem-
ber, General.—Nippon Yusen Kaisha.

CHENITA, British str., 1,353, Finlayson,
15th December—Manila 9th December,
General.—Butterfield & Swire.

COBLENZ, German str., 3,130, L. Klugkist,
9th December—Sydney 15th Novem-
ber, General.—Melchers & Co.

DILWANA, British str., 3,460, G. N.
Ramage, a.m., 10th December—
Mojji 6th December, Coal and General.—
David Sassoon & Co.

EASTERN, British str., 2,272, F. Carter,
12th December—Sydney 19th Novem-
ber, General.—Gibb, Livingston & Co.

FUKURA MARU, Japanese str., 3,139, Y.
Goto, 11th December—Wakamatsu 3rd
December, Coal.—Mitsui Bussan
Kaisha.

GEORGI, Russian str., 776, O. Sol, 12th
December—Hongkong 9th December,
Coal.—Siemens & Co.

HARUNABAN MARU, Japanese str., 2,184,
Gillespie, 13th December—Mororan
30th November, Coal.—Mitsui Bussan
Kaisha.

HAIRY MARU, Japanese str., 1,094,
11th December—Mojji 5th December,
Coal.—A. Buno & Co.

HONG KONG, British str., 2,056, G. King-
horn, 10th December—Singapore 2nd
December, General.—Chinese.

HONG WAI, British str., 2,060, J. Mason,
12th December—Singapore 5th Decem-
ber, General.—Chinese.

JAPAN, British str., 3,808, C. P. Seddon,
10th December—Calcutta 23rd Novem-
ber, General.—David Sassoon & Co.

KACHIDATE MARU, Japanese str., 2,128,
Matsubara, 11th December—Mojji 8th
December, Coal.—Mitsui Bussan
Kaisha.

KJED, Norwegian str., 910, F. Kolleson,
12th December—Bangkok 30th Novem-
ber, Rice and General.—Aagaard,
Thorsen & Co.

KUMAMOTO, British str., 1,450, Martin, 13th
December—Java 2nd December,
Sugar.—Chinese.

LIZ, Japanese str., 4,075, K. Sugawa, 8th
December—Kobe 4th December, Gen-
eral.—Order.

MONADNOCK, British str., 2,791, W. Wilson,
12th December—Kobe 6th December,
General.—Jardine, Matheson & Co.

MUNCASTER CASTLE, British str., 3,050,
L. A. McDonald, 5th December—
Keelung 4th December, General.—
Dodwell & Co.

NINRO, British str., 1,415, Pickard, 8th
December—Hongkong 5th December,
Coal.—Butterfield & Swire.

OTOWA MARU, Japanese str., 1,471,
Hotonouchi, 12th December—Keelung
9th December, General.—Osaka Shosen
Kaisha.

PAZART, German str., 1,018, J. Wenzel, 11th
December—Saigon 5th December,
Rice.—Butterfield & Swire.

SADO MARU, Japanese str., 6,927, K.
Asakawa, 8th December—Seattle 4th
November, General.—Nippon Yusen
Kaisha.

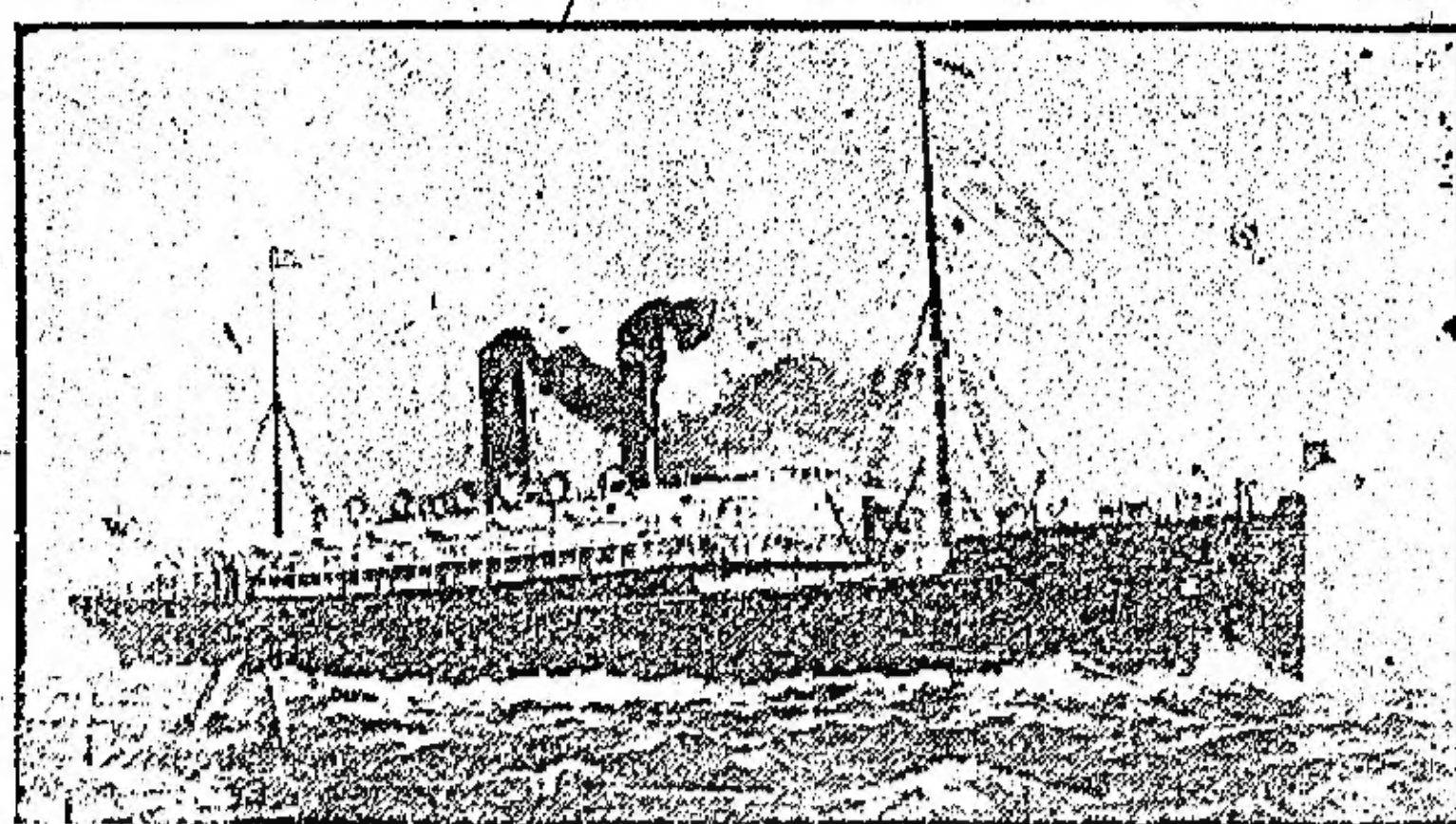
SIBERIA, American str., 5,655, A. Zeeder,
8th December—San Francisco 12th
November, Mails and General.—Paci-
fic Mail S.S. Co.

WAKAMATSU MARU, Japanese str., 2,878, U.
A

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG calling at SHANGHAI, MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	WED. DAY	17th Dec.	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	30th Dec.	at Noon.
CHINA	10,200	...	TUESDAY	6th Jan.	at 1 P.M.
MANCHURIA	27,000	...	SATURDAY	10th Jan.	at 9.45 A.M.
NILE	11,000	...	TUESDAY	27th Jan.	at 1 P.M.
MONGOLIA	27,000	...	SATURDAY	7th Feb.	at Noon.
PERSIA	9,000
KOREA	18,000

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
30th Dec. ... CHINA	1st Jan.	20th Dec. ... CHINA	22nd Dec.
10th Jan. ... NILE	12th Jan.	26th Dec. ... MANCHURIA	28th Dec.
7th Feb. ... PERSIA	9th Feb.	31st Dec. ... NILE	2nd Jan.
		27th Jan. ... PERSIA	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE NO. 141.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "CEYLON" 9,000 On 19th Dec.
Kobe and MOJI "CEYLON" 9,000 About 15th Jan.
COPENHAGEN, GOTHENBURG, and BALIC PORTS "CEYLON" 9,000 About 15th Jan.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, 2nd Floor.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FOR	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT	On 15th December.
	Lancelin	On 29th December.
	DUMBEA	On 16th December.
MARSEILLES VIA PORTS	AUSTRALIEN	On 16th December.
	POLYNESIE	On 29th December.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG:	PROPOSED SAILINGS.	From COLOMBO
23rd December, 1913.	"GUJARAT"	12th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong	PROPOSED SAILINGS.
"SALAMIS"	Middle of February, 1914.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
Fitted With WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 27th December.

WESTWARD
S.S. "DILWARA," 5,328 tons, Capt. G. N. Kamag, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 16th December, at 3 P.M.
S.S. "GREGORY APCAR," 5,375 tons, Capt. J. E. Drake, will be despatched as above on 1st December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to
DAVID SARNOON & CO., LTD.,
HONGKONG, 15th December, 1913.

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL"	to	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
YOKOHAMA	COLOMBO.	HAI	KONG.	MARSEILLES and LONDON	LES	
p.m. Thurs.		6 p.m. Tues.	Noon. Sat.		Friday	Thursday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 13	Feb. 19
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MAJOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F.A.R.E.S.

The Fares to London and Marseilles are as follows:—					
1st Saloon	"A"	Accommodation	Single	LONDON	Return
2nd Saloon	"A"	"	"	£55.	£97.
	"B"	"	"	£52.	£89.
	"B"	"	"	£44.	£66.
	"B"	"	"	£40.	£60.
1st Saloon	"A"	Accommodation	Single	MARSEILLES	Return
2nd Saloon	"A"	"	"	£61.	£91.
	"B"	"	"	£55.	£83.
	"B"	"	"	£42.	£63.
	"B"	"	"	£38.	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave HONGKONG	Leave S'PORE	Due at M'RAILLES	Due at LONDON
BORNEO	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 13
NYANZA	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 23	Mar. 27
NORSE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUB	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.
These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £35 Single; £75 Return.
2nd Saloon £35 Single; £70 Return.
FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDING ENG.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,500	WED. DAY, 17th Dec., at Daylight.
	ATSUTA MARU Capt. J. Nagano	16,000	WED. DAY, 31st Dec., at Daylight.
VICTORIA, H.O., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 16th Dec., at Noon.
	YOKOHAMA MARU Capt. Wada	12,500	TUESDAY, 30th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	WED. DAY, 17th Dec., at Noon.
	TANGO MARU Capt. T. Sekine	13,500	WED. DAY, 14th Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 27th December.
BOMBAY VIA SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. K. Fori	12,500	THURSDAY, 18th December.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Soyeda	16,000	THURSDAY, 18th Dec., at 11 A.M.
SHANGHAI, MOJI and KOBE	PENANG MARU Capt. Murazumi	12,000	FRIDAY, 19th December.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU Capt. Yoshikawa	13,500	TUESDAY, 16th Dec., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	KANAGAWA MARU Capt. M. Machida	12,500	MONDAY, 22nd December.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON-1914.

STEAMER	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	23th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATORI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

FOR AMERICA.
STEAMER TONS SAILS TUESDAY
SHIDZUOKA MARU 12,500 " 27th January.
TAMPA " 12,500 " 10th February.
AKI " 12,500 " 24th February.
SADO " 12,500 " 10th March.
YOKOHAMA " 12,500 " 24th March.
AWA " 12,500 " 8th April.
With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 232 and 1241
11-12-13

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 15TH DEC., 1913.

8 a.m. FATSHAN. 8 a.m. KINSHAN.

10 p.m. KINSHAN. 5 p.m. HONAM.

TUESDAY, 16TH DEC., 1913.

8 a.m. HEUNGSHAN. 8 a.m. FATSHAN.

10 p.m. FATSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. HEUNGSHAN. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 21ST DECEMBER, 1913.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m. N.E.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

F.A.R.E.S.

SALOON Single \$3, Return \$5. 1st CLASS Single \$2, Return \$3. 2nd CLASS Single \$1, Return \$2.
Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HO-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 538 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED. DAY, 7th Jan., at 1 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 P.M.
"CANADA MARU"	H. Yamamoto	"
"TACOMA MARU"	T. Hamada	"
"PANAMA MARU"	J. Kanoo	"

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 P.M.
"INDO MARU"	K. Komiya	"
"LUZON MARU"	K. Sukeva	"

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	WED. DAY, 17th Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 21st Dec., at 1 P.M.
"DAIJIN MARU"	K. Murakami	"

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	THURSDAY, 25th Dec., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	FRIDAY, 19th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Moon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

7411
PHILIPPINES S.S. CO.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 23rd Dec., 4 P.M.
ZAFIRO	4000	F.S. McMurtry	Manila, Mangarin, Cebu and Iloilo	On 2nd Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD. HONGKONG.

**SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.**

Estimates made for quick construction and repair of Ships, Engines
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 300 tons displacement, providing
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-12 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT CRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN. AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." 1945

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI ...	SHANGHAI	Second half of December.	JAVA	Second half of December.
TIJLATAP..	JAPAN	Second half of December.	JAVA	Second half of December.
TIJBODAS...	JAVA	Second half of December.	SHANGHAI	Second half of December.
TIJLIWONG	SHANNHAI	Second half of December.	JAVA	Second half of December.
TIJPANAS...	JAVA	Second half of December.	JAPAN	Second half of December.
TIJMANOEK	JAVA	Second half of December.	SHANGHAI	First half of January.
TIJMAHI ..	JAVA	First half of January.	JAVA	Second half of January.
TIJTAROEM	JAVA	Second half of January.	SHANGHAI	Second half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the


JAVA-CHINA-JAPAN L.I.N.

Telephone No. 375.

York Buildings, 1st Floor.
12th December 1913.

[16]

E. NORDDEUTSCHER LLOYD. BREME
IMPERIAL GERMAN MAIL
LINES.



TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRAND

MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU ...	23,000	21 knots.
S.S. CHIYO MARU ...	22,000	21 "
S.S. SHINYO MARU ...	22,000	21 "
S.S. NIPPON MARU ...	11,000	18 "
S.S. HONGKONG MARU...	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, b
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Light
every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bath-tubs, S
Laudry, Nurseries and Playground for Children, Open Air Gymnasium, Moving Pic
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

FOR	STEAMERS	TONS	TO SAID
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	" PRINCESS ALICE Capt. J. BORTFELDT,	20,330	{ Wed'ay, Dec., at 10
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	" LUETZOW" Capt. H. TAYLOR,	16,900	{ About Thu 25th D

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"COBLENZ." Capt. L. KLOGKIST, 6,750	Saturday, Dec., at 9
KOBE... ..	PRINZ SIGISMUND." Capt. A. HURTZG, 6,000	About Ten 7th Jan.
JESSELTON, KUDAT and	"BORNEO." Capt. J. KOEHLER, 5,000	Saturday, Jan.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of Chicago via Salt Lake Western-Pacific and Denver and Rio Grande-Railways to Through Tourist's Lanes and Denver WITHOUT CHANGE. Through Standard Sleepers. Electric Lights—Electric Fans, Union Depots.

All the Steamers of the European Line are fitted with Wireless Telegraphic
 New System of Telefunken.
 For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA
 Hongkong, 18th December, 1913

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Rosch ...	TUESDAY, 16th Dec., at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 19th Dec., at 11 A.M.
"HAIFYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 23rd Dec., at 11 A.M.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**

FOR **SWATOW** AND RETURN.
(Occupying 3 Days).
"HAIMON" ... Capt. J. W. Evans ... { WEDNESDAY, 17th Dec., at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 13th December, 1913. [6

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTLEY FAST SERVICE TO TRIESTE (VENICE).
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ AND PORT SAID.
 S.S. "AFRICA," 8,940 tons, will leave as above on 15th Dec., at 4 P.M.
 Superior accommodation for all classes of passengers, no surtax, no tips, no inside Cabin
 Stewardsess. Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £29 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via STRAITS (CALCUTTA).
 COLOMBO, ADEN, SUZ AND PORT SAID.
 S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st Dec.
 These Steamers have all comforts are fitted with comfortable one class accommodation for
 Passengers. No Surtax. Doctor, Stewardsess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPSON EXPRESS:
 Via Venice, Milan, ~~Simpson~~, ~~Gothard~~, Bern, Calais or Boulogne, Class I £23 15 II £26 15
 BY ST. GOTTHARD EXPRESS:
 Via Venice, Milan, St. Gotthard, Lucerne, Bâle, Lyon, Calais or Boulogne, Class I £23 15
 BY STERNBERG EXPRESS:
 Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21 11 II £23 9P
 BY TAVERNIER EXPRESS:
 Via Munich, Cologne, Hook or Flushing, Class I £22 9S II £25 1S
 TO SHANGHAI.

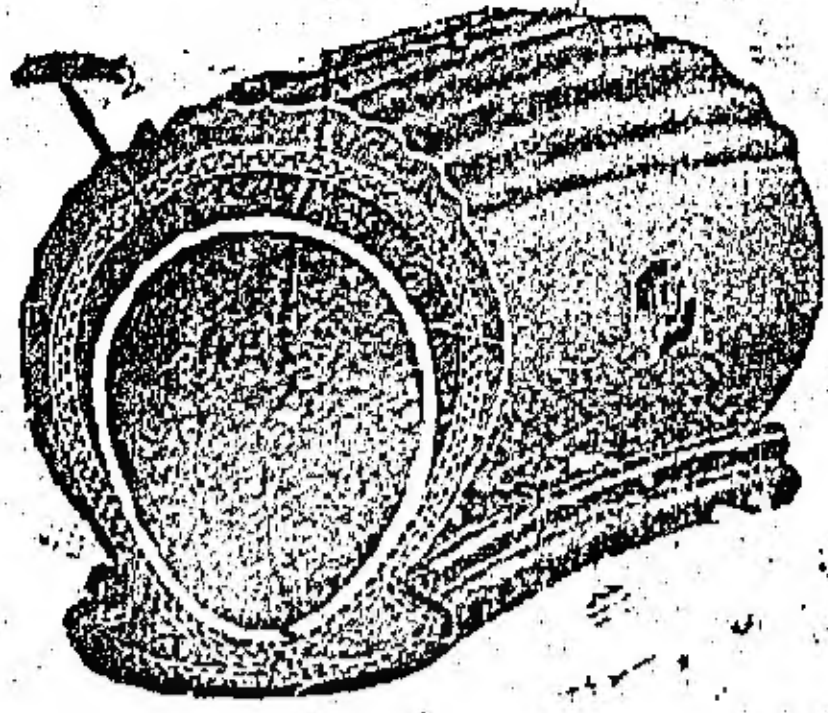
S.S. "KOERBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.
FARES: Hongkong-Shanghai, £5 24 1st, £4 2nd, £2 3rd Class.

S.S. "KOEI" via SHANGHAI, YOKOHAMA.
 S.S. "CHINA," 11,500 tons, will leave as above about 1st January.
 Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North &
SANDER, WIELER & Co., A
 Princes' Building,
 Hongkong, 2nd December, 1913.

PASSENGER SEASON 1914.
NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP
 * "PRINZ LUDWIG" - - - - - 18,300 TONS ON FEBRUARY 18TH.
 Capt. F. VON BINZER.
 "GOEBEN" - - - - - 17,300 " ON FEBRUARY 18TH.
 Capt. A. AHLBORN.
 * "DERFFLINGER" - - - - - 17,250 " ON MARCH 3RD.
 Capt. F. PROESCH.
 "KLEIST" - - - - - 17,000 " ON MARCH 18TH.
 Capt. L. MAASS.
 * "PRINZ EITEL FRIEDRICH" 17,000 " ON MARCH 31ST.
 Capt. C. MUNDT.
 "YORK" - - - - - 17,000 " ON APRIL 15TH.
 Capt. F. LOESER.
 * "PRINZESS ALICE" - - - - - 20,300 " ON APRIL 28TH.
 Capt. J. BONTREPPELT.
 • THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
 FROM HERE TO SINGAPORE.
 CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND
 SOUTHAMPTON TO LAND PASSENGERS.
 All the Steamers of the European Line are fitted with Wireless Telegraphy.
 (System Telefunken.)
 EARLY BOOKING RECOMMENDED.
 For Further Particulars, please apply to
MELOCHS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.
 Hongkong, 10th October, 1913.

PETER UNION



RICKSHAW TYRES

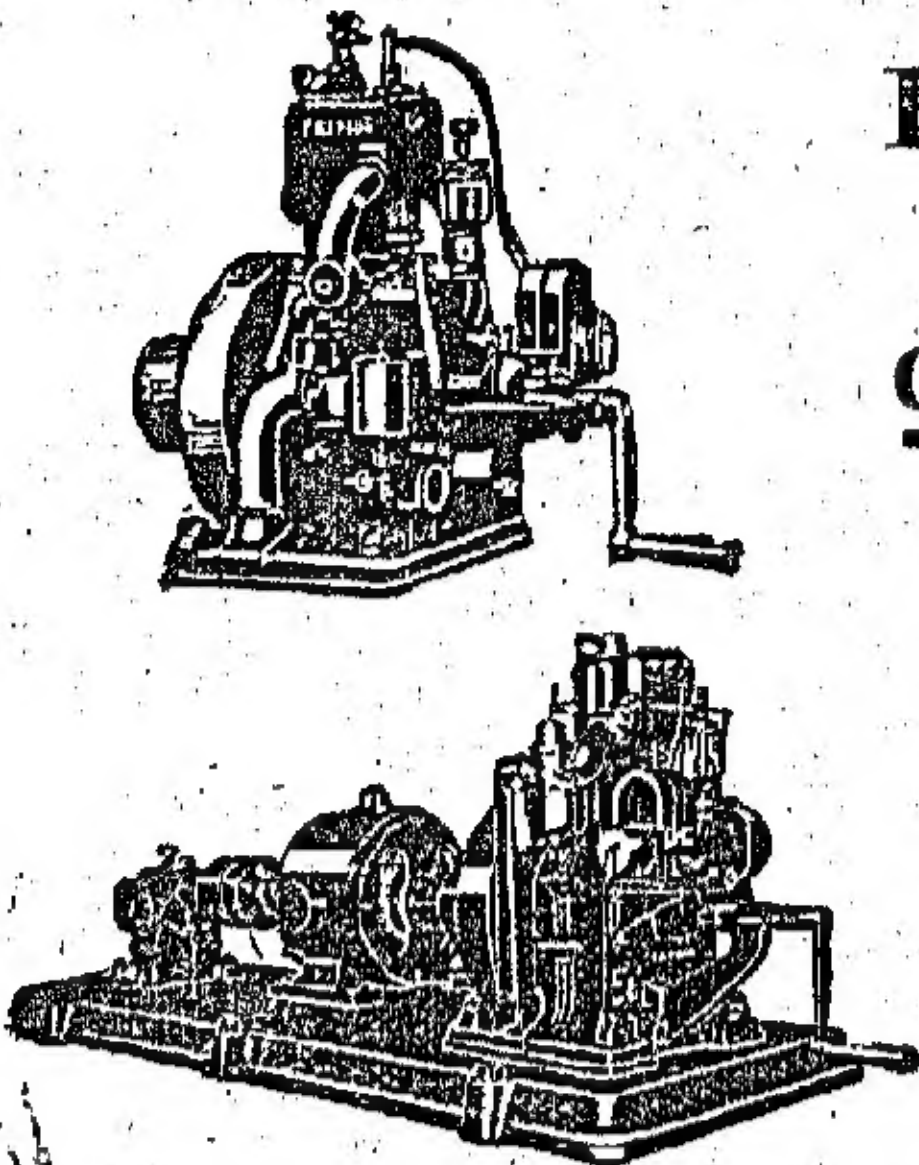
ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 15th December, 1913.

(44-35)



FAFNIR WORKS

AACHEN.

CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND

BICYCLE SPOKES.

Represented by:

HUGO C. A. FROMM.

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR.

(44-47)

Hongkong, 15th December, 1913.

PETER SCHUERMANN AND SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

Representative for China:

HUGO C. A. FROMM.

Tel. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 15th December, 1913.

(44-55)

POST OFFICE NOTICE.

The Paul Leont, with the FRENCH MAIL, is due to arrive here to-day, at 3 p.m.

The Himalaya, with the ENGLISH MAIL, left Singapore on Saturday, the 13th inst., at 9 a.m., and is due to arrive here on Thursday, the 18th inst., at 10 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 12th ult., and for despatch overland on the 19th ult.

FOR	PER	DATE
Amoy and "Chinwangtao"	Seang Choon	Monday, 15th, 9.00 A.M.
Straits and Ceylon	Hepang	Monday, 15th, 1.00 P.M.
Heavy	Africa	Monday, 15th, 3.00 P.M.
SHANGHAI, NORTH CHINA and JAPAN	Heigo Maru	Monday, 15th, 4.00 P.M.
via Kobe		
(EUROPE VIA SIBERIA)	Paul Leont	Monday, 15th, 5.00 P.M.
*Shanghai, *North China, *Japan via *Mojito		
*Victoria, B.C., and *Seattle	Sado Maru	Tuesday, 16th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 16th, 10.00 A.M.
*Shanghai and *North China	Shaohing	Tuesday, 16th, 10.00 A.M.
Japan via Nagasaki	Tango Maru	Tuesday, 16th, 10.00 A.M.
*Shanghai, *North China and *Japan via *Kobe	Namsang	Tuesday, 16th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE,		
WESTERN AUSTRALIA, INDIA, ADEEN,		
EGYPT and EUROPE via MARSEILLE		
(Late Letters 11 to NOON Extra		
postage 10 cents)		
(Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail)		
*Straits and India via Calcutta	Dikwa	Tuesday, 16th, 2.00 P.M.
Philippine Islands	Chinkua	Tuesday, 16th, 3.00 P.M.
Straits and Ceylon	Kaga Maru	Tuesday, 16th, 5.00 P.M.
Swatow, Amoy and Foochow	Kato Maru	Wednesday, 17th, 9.00 A.M.
Swatow	Haiman	Wednesday, 17th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via		
NAGASAKI, HONOLULU, *UNITED		
STATES, *SOUTH AMERICA and *CANADA		
via *SAN FRANCISCO		
(EUROPE VIA SIBERIA)		
Philippine Is., Australia, Tasmania and		
New Zealand via Thursday Island	Kumano Maru	Wednesday, 17th, 11.00 A.M.
Hainan, India and Saigon	Kaifong	Thursday, 18th, 9.00 A.M.
Straits and India via Calcutta	Laisang	Thursday, 18th, 10.00 A.M.
Japan via Kobe	Miyasaki Maru	Thursday, 18th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via		
NAGASAKI, UNITED STATES, SOUTH		
AMERICA and CANADA via VANCOUVER		
(EUROPE VIA SIBERIA)		
Shanghai and North China	Luchow	Friday, 19th, 10.00 A.M.
*Shanghai and *North China	Hungang	Friday, 19th, 10.00 A.M.
Swatow, Amoy and Foochow	Chipsing	Friday, 19th, 11.00 A.M.
Tsingtau, Chifu and Chingwantao	Yatsing	Saturday, 20th, 10.00 A.M.
Japan via Yokohama		
STRAITS, BURMAH, CEYLON, ADELAIDE,		
WESTERN AUSTRALIA, INDIA, ADEEN,		
EGYPT and EUROPE via BRINDISI		
(Late Letters 11.00 to NOON, Extra		
Postage 10 cents)		
(Supplementary mail on board up to the		
time fixed for departure of the mail,		
Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail)		
The Parcel mail will be closed		
on Friday, the 19th inst., at 5 p.m.		
Philippine Islands	Loongang	Saturday, 20th, 1.00 P.M.
Shanghai, North China and Tsingtau	Yingchao	Saturday, 20th, 5.00 P.M.
(EUROPE VIA SIBERIA)		
*Shanghai and *North China	Choyang	Saturday, 20th, 5.00 P.M.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 23rd, 10.00 A.M.
*Straits and India via Calcutta	Fookang	Tuesday, 23rd, 11.00 A.M.
Philippine Islands	Rubi	Tuesday, 23rd, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE,		
WESTERN AUSTRALIA, INDIA, ADEEN,		
EGYPT and EUROPE via NAPLES		
Shanghai and *North China	Hutchow	Thursday, 25th, 9.00 A.M.

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

December 13th.

ON LONDON:—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	1/11 1/2
Bank Bills, at 4 months sight	1/11 1/2
Credits, at 4 months sight	1/11 1/2
Documentary Bills 4 months sight	1/11 1/2
ON PARIS:—	
Bank Bills, on demand	247
Credits, at 4 months sight	252
ON GERMANY:—	
On demand	200
ON NEW YORK:—	
Bank Bills, on demand	47 1/2
Credits, at 60 days sight	48 1/2
ON BOMBAY:—	
Telegraphic Transfer	145
Bank, on demand	145 1/2
ON CALCUTTA:—	
Telegraphic Transfer	145
Bank, on demand	145 1/2
ON SHANGHAI:—	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA:—	
On demand—Pesos—	95 1/2
ON MANILA:—	
On demand—Pesos—	95 1/2
ON SINGAPORE:—	
On demand—	118
ON BATAVIA:—	
On demand—	1 1/2 pm.
ON HANKOW:—	
On demand—	79
ON SINGAPORE:—	
On demand—	79
SOVEREIGNS, Bank's Buying Rate	\$10.20
GOLD LEAF, 100 fine, per tael	\$55.63
BAR SILVER, per oz.	26 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	Per cent.
Chinese	10	\$10.03 discount.
Hongkong	20	\$ 7.80
Hongkong	10	\$10.10

MAILS VIA SIBERIA.

London	Per cent.
December 25th.	December 18th.

SHARE LIST—QUOTATIONS.

HONGKONG, 13TH DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, buyers	7 1/2 p.c.
COTTON MILLS.—					
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 147, sellers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7 1/2, sales	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$7 1/2, buyers	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$83 1/2, buyers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$72, sellers	3 p.c.
New Amoy Dock Co., Limited	10,000	\$8 1/2	all	\$8 1/2, buyers	7 1/2 p.c.
Shai, Dock and Engineering Co., Ltd.	15,000	Tls. 100	all	Tls. 54	
Shai, Dock and Engineering Co., Ltd.	15,000	Tls. 100	all	Tls. 110	
Shai, Dock and Engineering Co., Ltd.	15,000	\$10	all	\$6 1/2, sales	
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2, buyers	4 p.c.
Hongkong Electric Co., Limited	80,000	\$10	all	\$12 1/2, sellers	5 p.c.
Hongkong Hotel Company Limited	12,000	\$50	all	\$25, buyers	
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	\$28, sellers	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$187, sales	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$24	
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/1	all	8/5, sellers	
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$325, sellers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$161 1/2, sellers	7 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$330	
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 133	
Union Insurance Society, Limited	12,400	\$250	\$100	\$310	61 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$193 1/2, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$115, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$91 1/2, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	5,000	\$50	\$30	\$45, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	75,000	Tls. 50	all	Tls. 94	
West Point Building Co., Limited	12,500	\$50	all	\$67	
Maaschapij tot Exploitatie in Langkat	25,000	Gds. 10	all	Tls. 29, buyers	5 1/2 p.c.
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$3 1/2	
Hawood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$10, buyers	
Rath Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1	
Troch Mines, Limited	160,000	\$10	all	\$10 1/2	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10 1/2	all	\$10 1/2	
Philippine Co., Limited	50,000	\$10	all	\$5	
Pulper et Papeteries de Tonkin Societe des	12,200	\$50	all	\$30, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95, sal. & buy.	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$160	all	\$30, sellers	
SHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9 1/2, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$35	all	\$30, sellers	7 1/2 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$29, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$80 (L'don	6 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$100	5 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$45, buyers	
South China Morning Post, Limited	6,000	\$25	all	\$22, sellers	
Steam Laundry Company, Limited	20,000	\$5	all	\$44	
SCORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$9 1/2, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$8	
Union Waterboat Co., Limited	50,000	\$10	all	\$17 1/2	5 1/2 p.c.

Para Rubber in London 3 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 787,200	Tls. 350	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

TO-DAY

3 p.m.—Auction of Crown Land at Aberdeen, by Public Works Dept.

FORTHCOMING EVENTS.

Monday, 22nd Dec.—

3 p.m.—Auction of Two Lots of Crown Land, at Babbington Path and Hatten Road, by Public Works Dept.

Tuesday, 23rd Jan.—

Noon—Geo. Fenwick & Co., Ltd., General Meeting.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES OF "DAILY PRESS" are

on Sale daily at the following Stores:

KOWLOON BOOK STALL, Ferry Wharf

Messrs. HUNG CHEONG, Haplong Road

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1912.

REVISED BY THE MEMBERS.

PRICE

\$5.

DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

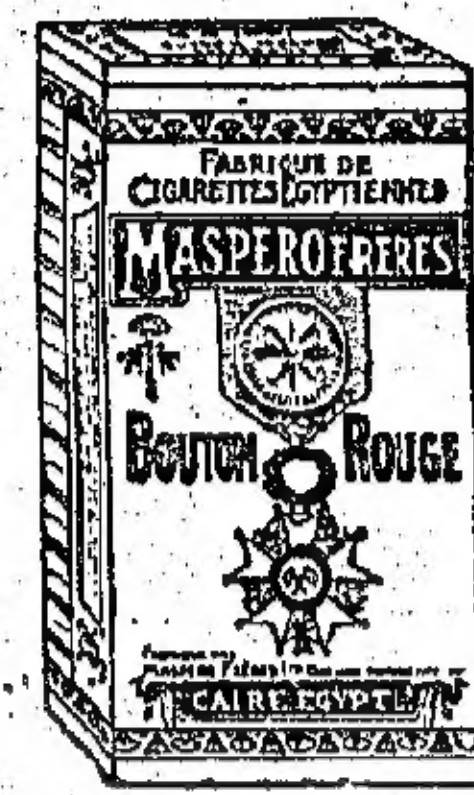
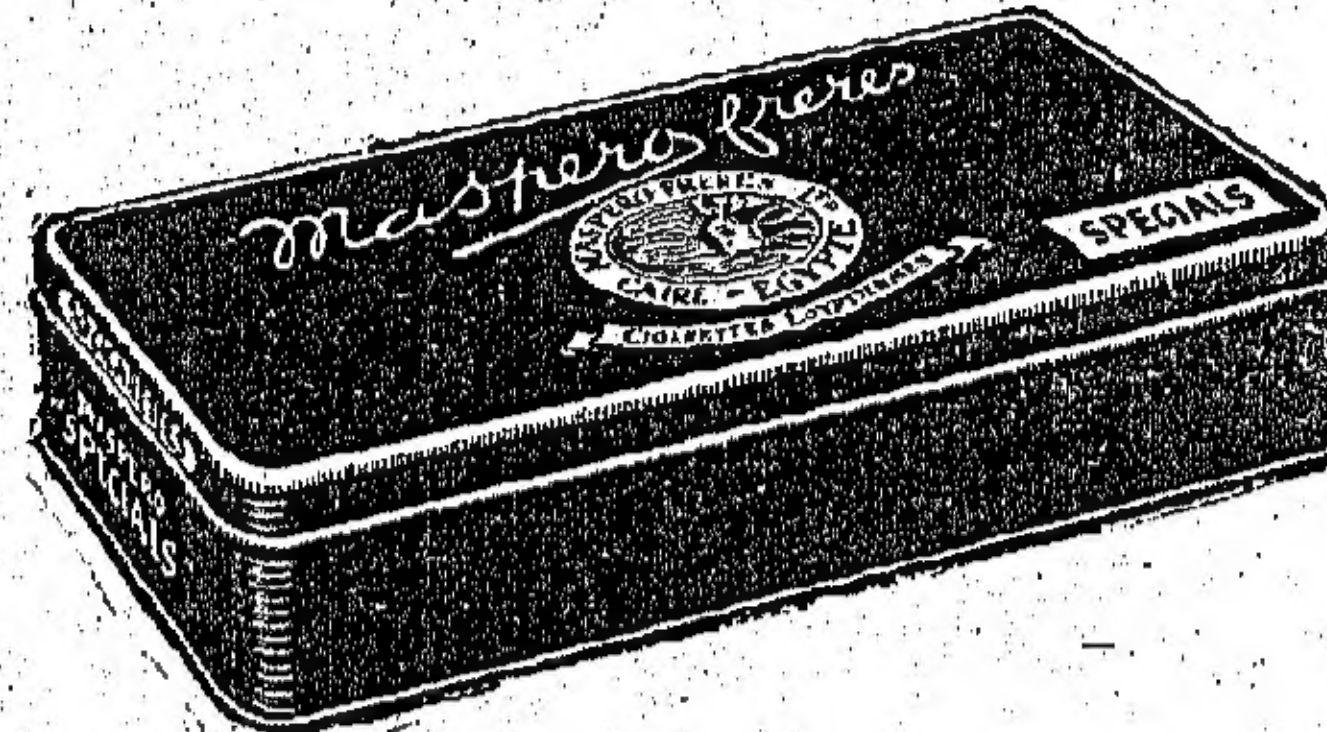
Mastere freres



Bouton Rouge

Felucca

and Specials.



THE CIGARETTES OF DISTINCTION.

C R E A M .

MILKMAID THICK RICH CREAM

THE CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN.

It is simply PURE CREAM.

Contains No PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with stewed and tinned fruits, fruit salads, etc.

Packed in 3 sizes of tins:—

25 cts. per 4 oz. tin.

35 " " 5 1/2 " " }

60 " " 11 1/2 " " }

You can get it at:—

LANE, CRAWFORD & Co. THE FRENCH STORE.
H. RUTTONJEE & SON. THE SINCERE Co.

THE TOP NOTCH OF SCOTCH

ONE OF THE PRINCIPAL BRANDS OF

THE DISTILLERS COMPANY, LTD.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

6, QUEEN'S ROAD CENTRAL, HONGKONG.

TELEPHONE No. 135.

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.NEW AND UP-TO-DATE
PLANS OF THE SI-KIANGOR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE
AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900),

and other Useful Information.

PRICES: 81 Cash.

On Sale at the "DAILY